

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—* "This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.* "Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Ably and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynold's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"Nominal price and multi-form attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited, and interesting."

## BRONZE STATUE TO JACK CRAWFORD, A.B.

It is just a year ago since there appeared in SEAFARING the following:—

"Persons who admire British pluck and think that the heroic action of Jack Crawford in nailing the colours to the mast, under a shower of shot at the battle of Camperdown, ought to be commemorated in an enduring form, are invited to contribute to the fund, headed by the Earl of Camperdown, which is being raised to erect a bronze statue in the Public Park of Sunderland, representing the hero in the act of nailing the colours to the main topgallant mast of H.M.S. *Venerable*. A sum of £350 is required for this purpose."

The money, or most of it, has since been obtained, and here is a sketch of the monument



TO JACK CRAWFORD,

which will be unveiled on Easter Monday, 7th inst., in the presence of a gathering of representative seamen from various ports. The following extracts from an account of the hero, which appeared in SEAFARING a year ago, will bear reprinting in view of Monday's ceremony:—

Jack was born in the spring of 1775, in what is now known as the Pottery Bank, Sunderland. His father was a keelman on the Wear, but the boy chose to be a sailor rather than a shipwright, and so he served his apprenticeship in the *Peggy*, of South Shields. The colliers of the North were a fine nursery for the Navy. In 1820 a Parliamentary Committee reported that "during the late war"—the long war which began in Jack's day—"our naval officers gave a

decided preference to sailors bred up in the coal trade." Accordingly when in 1796 Jack, having disagreed with his people at home, enters aboard a man-of-war, he at once attracts the attention of the officers, and in no long time slings his hammock in the very flagship of the Admiral himself. Admiral Duncan was indeed notorious for his preference for North-country lads, and a time came when, in this instance at least, he fully justified it.

In October, 1797, Duncan had for months been blockading the Dutch coast, Holland being practically part of that French Republican Empire or Federation against which the pious Toryism of our ancestors was fair to wage war to the death. A day came when it became necessary to run back to Yarmouth to refit. Admiral Duncan started homewards, leaving Captain Trollope and a small blockading squadron in charge of the Dutch. But he had scarcely reached the Roads when the latter ran out to sea, under the redoubtable De Winter. Round went Duncan's ships, and on October 11 they came in sight of Captain Trollope's squadron signalling an enemy to leeward. Duncan came up with the enemy as they were forming in line off the coast between Camperdown and Egmont. He had sixteen ships of the line, and their number was the same. Both sides, moreover, were commanded by notable men, and consequently the combat which ensued was obstinate and terrible in the extreme. It took the shape of a succession of furious duels between the opposing 16's, and ended not till De Winter himself pulled down his flag, and, giving it into Admiral Duncan's hands, remarked that he was the only man left unwounded on his own quarter-deck. But if Camperdown is notable for the fact that it beheld a great admiral striking his own flag, it is glorious in that it witnessed the daring deed of Jack Crawford. Where the Dutch admiral struck, the English sailor had nailed up his national colours!

His exploit came about in this wise. When Admiral Duncan's flagship, the *Venerable*, was hard pressed by four of the enemy's ships, which sent a deathful shower of shot slashing and ripping and rattling through hull and rigging, when his colours had been several times shorn away and as often promptly replaced, the very mast-head which bore them came crashing down on deck almost at the English commander's feet. Coolly Duncan stooped, and wrenched the red shreds from their fastenings. Then looking round on his half-naked, smoke-begrimed seamen, he cried out for someone to climb up and nail the colours to the shattered stump aloft. There was a pause. Brave men, facing death, or what was perhaps worse, the horrors of the cockpit, with its boiling tar and slashing surgery, hesitated before volun-

teering for what seemed certain destruction. Then quietly and collectedly a young man stepped up to the admiral and saluted. Duncan knew Jack Crawford already as a good and trusty seaman. "Here, John," he said, handing him the colours, "nail them up and save further orders about them." John ran up the rigging which the bullets were rapidly cutting in all directions. Higher still and higher he went. He seemed under some unseen guardianship: not a shot scathed him save one which tore his cheek. At last, far up beyond the cross-trees, men, standing breathless below, saw him hammering the colours to the mast. It is thus Mr. Wood, the sculptor, has represented him in the memorial bronze. Some say he used a marline-spike as hammer; others, the artist amongst them, a brass-bound pistol. But that matters not. Nor does the exploit cease to be magnificently heroic, magnificently characteristic of British seamen, if, following local tradition, we cut Admiral Duncan's bluff speech out of the story, and believe that Jack did his deed of daring without orders and on his own account.

When the colours again flapped forth from the main topgallant mast, Crawford caught hold of the topmast back-tay and slid swiftly down to the deck. Then there burst forth such a cheer as only fighting Britons know how to raise. Crawford was the hero of the day aboard, and when he landed in England, people did not know how to honour him enough. Sunderland enthusiasm took shape in a silver medal which was presented Jack Crawford "for gallant services" on the day of the victory. Soon after the battle there was a great national demonstration in London, and Crawford was asked to carry a Union Jack in one of the carriages in the commemorative procession. But in Captain Robinson's phrase, Jack had gone "on the spree with his Poll," and the carriage went empty in consequence. But the future Mrs. Crawford and the hero himself did not suffer. People threw money in heaps into the open carriage, and a goodly sum was the result. A pension of £30 per annum was granted Jack on leaving the navy, and a member of the Royal Family set him up as a keel-man in Sunderland at the same time. The great personage had asked Jack what he could do for him, and Jack had chosen to follow the paternal trade. He was, indeed, too simple and true-hearted a hero to look out much for the main chance. Offered £100 per week if he would appear nightly on the stage at Vauxhall Gardens, in the act of nailing the colours to the mast, he made answer, "No, I will never disgrace the real act of a sailor by acting like a play fool!" Alas, it was quite as much to an over-generous spirit as to the neglect whereby with the public always treat once popular celebrities that poor Jack owed the subsequent poverty and distress which culminated in 1831 in his death by cholera amid the poorest surroundings.

But whatever his faults, no one can accuse Jack Crawford of being other than a typical British tar, amiable in his moments of weakness and failure, unpretendingly heroic in the great crisis and opportunity of his life. As a writer in *SEAFARING* has sung:—

'Tis many a year ago since warfare's glory  
Dyed red our Channel foam;  
'Tis ninety years since first Jack Crawford's  
story  
Was told to folk at home.

Yet we, who are constrained by strong attraction

To prize him more and more,  
Count not the doing of his godlike action  
Among dead things of yore.

Because in ours the same true currents eddy  
As in our fathers' hearts,  
Because seafaring lads are just as ready  
To play the ancestral parts;  
E'en though Renown, as now, be late in  
bringing  
The scroll and funeral crown;  
Yea, e'en although the bullets be but sing-  
ing  
In Life's dull Camperdown.

## OUR MERCHANT SERVICE.

### ITS CONDITION, AND SUGGESTIONS FOR ITS IMPROVEMENT.

Such is the title of an article in the *Nineteenth Century*, by Lord Brassey. The following are some extracts from it:—

It is not going too far to say that some prime elements of our national greatness are in the keeping of our merchant seamen. We have won our position at sea by their skill and courage. We shall lose it if they deteriorate. A few years ago complaints were rife of the falling-off in the quality of British seamen. The subject was brought prominently under the consideration of the Royal Commission on Unseaworthy Ships. Then, as now, conflicting statements were put forward by the most competent authorities.

A practical test of the relative efficiency of British and foreign seamen is to be found in the varying proportions in which foreign seamen, the cream of the seafaring population of other countries, find engagements in British ships. The foreign seaman has always been employed more or less under the British flag. Under the restrictive legislation of fifty years ago it was held necessary to exclude foreigners by law from employment in British ships. It was required that three-fourths of the crews of our ships should be of British nationality. Under the system of freedom which at present obtains the proportion of

#### FOREIGN SEAMEN

advanced from 4 per cent. in 1851, to 11.24 per cent. in 1872, and 16.42 per cent. in 1883. It has fallen to 14 per cent. at the present time. The number of foreigners in British ships was 27,873 in 1884 and 20,000 in 1888. As Mr. Gray has pertinently observed, the proportion of foreigners now employed is much less than the proportion which might have been employed under the old law, which limited the number to one-fourth of the crew in any ship. The foreign seamen in the British service are chiefly from the North of Europe, of the same race and almost of the same language as ourselves. Scandinavians find their employment mainly in our Baltic trade. At the port of Liverpool, in the most desirable services, British seamen are not displaced to any considerable extent by foreigners. Mr. John Burns reported to

Mr. Gray that there had been entered and discharged in a single year in the Cunard fleet and home services about 40,000 men. Of these 1,600 were foreigners, or not more than 4 per cent. of the whole body. The hardest work done at the present time on board ships is in the stoke-holds of our steamers. Here foreigners are seldom seen unless in certain Lines navigating almost wholly within the Tropics. In addition to foreign seamen of other nationalities, some 16,500 Lascars are employed by the Peninsular and Oriental and other companies trading to the East. For deck duties in Tropical climates Lascars are more suitable than Englishmen.

We may now sum up with the collective verdict of the Commission on Loss of Life at Sea:—

"After giving our best attention to the subject, we are unable to come to the conclusion that there is any just foundation for the allegation that British seamen have deteriorated in quality. We feel satisfied that shipowners who offer continuous service at good rates of pay have no difficulty in finding as good seamen as were ever in the merchant service in past times. There is a general concurrence that British seamen, even when inclined to be unruly in ordinary times, have, in times of emergency, courage, coolness in the presence of danger, and resources which are not to be found in their more submissive mates from abroad."

It is not easy to provide by the action of the State for the improved

#### TRAINING

of our merchant seamen. Training ships were strongly recommended by Lord Cardwell's Commission on the Manning of the Navy. The Government has never yet recognised the necessity for maintaining training establishments at the commercial ports for the purpose of manning the Navy. Putting aside as impracticable any proposals for training, we have to consider whether the State might not accomplish something by means of examinations and certificates. In 1845, and again in 1879, attempts were made to give able seamen an opportunity of passing a voluntary examination as evidence of their efficiency. On the last occasion Mr. Gray, of the Board of Trade, and the President, Sir Charles Adderley, gave every assistance. A suitable scheme of examinations was prepared, and forms of certificate were approved. Partly owing to the formalities and the trouble involved, and partly because no direct advantages were held out to those in possession of certificates, the scheme has practically failed. It is highly desirable that men of character, experience, and ability, should be able to produce at the shipping offices some official certificate of their superior qualifications. As yet the only certificate of any practical value to the seamen are those granted upon examination to masters and mates. The desirability of

#### CERTIFICATES FOR ABLE SEAMEN

is fully appreciated by the best men before the mast. Shipowners should encourage certificated seamen by giving them the preference.

It has been shown that the proportion of foreigners in our merchant service, if not increasing, is larger than in any other occupation under British employers. The reasons why employment at sea is less attrac-

April 5, 1890.

## SEAFARING.

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tive to Englishmen than we could wish are not far to seek. The mariner occupies an inferior position to the artisan in the primary condition of wages. The average wage of the British able seaman may be taken as from £3 to £3 10s. per calendar month. Add to this 30s. for the value of provisions, and 10s. for the saving in lodging-money while actually on service, and we may take the total earnings of a seaman at £60 a year. The average earnings of artisans on shore may be taken at £80. The comparison in the rate of wages is far from favourable, and the sailor has to bear

## MANY PRIVATIONS.

The hardest is the long separation from home. It may be humble, but he dearly loves it. To quote from Lieutenant Miller—

"The artisan works 54 hours weekly, goes home every night to a room with a comfortable dry bed, has fresh food daily, unbroken rest at night, as much outside society as he wishes, together with books and newspapers to any extent, always rests on Sundays, and, speaking in general terms, is well paid, well fed, well housed, well clad, well cared for—much, very much, better off than the sailor. But as the hours worked and remuneration earned by sailors and workmen of the same social grade ashore cannot be compared, so neither can the relative comforts of the one be placed against those of the other. In these the seaman is altogether at disadvantage. If sick or hurt by accident there is absolutely no provision made for giving him even ordinary care and attention. The captain may or may not know something about the drugs he administers, and, with the help of the carpenter, may or may not be able to set a broken limb. The space in which a dozen men are huddled is probably no larger than the one room to which each man retires at night on shore. Jack is quite ready to face cheerfully all the unavoidable hardships and dangers of his profession, such as exposure to extremes of heat or cold, wet and hunger. Being drenched to the skin for weeks together,

## HIS BED WET

and the galley fire drowned out, are viewed as the common lot of humanity afloat. 'Imprisonment with a chance of drowning' has no terrors for him. He does feel, however, that being 'out of sight' he has somehow been 'out of mind,' and that he has got behind in the race of life in consequence. He feels himself to possess many fine and noble qualities, but somehow or other they are not marketable. All this depresses and disheartens the best men; they either turn to other occupations, or, remaining at sea, become discontented 'growls.'

Taking into view all the unfavourable conditions, the seaman is poorly compensated for the privations and hardships to which he is subjected.

For the wild waters, labouring far from home  
For some bleak pittance, e'er compelled to roam:  
Few hearts to cheer him through his dangerous life.

It is only the spirit of adventure which can carry men into the hard life of the sea.

It were useless to dwell on the disadvantages of the sailor if no

## REMEDIES

could be proposed. Much could be done at a comparatively light cost to the shipowner.

## CONTINUOUS EMPLOYMENT

would be a great boon. When a ship arrives in port the crew should be employed upon work now allowed to pass into the hands of stevedores, riggers, and longshoremen. In many ships the forecastles might be made more comfortable. The addition of a few cheap luxuries would be a change in a monotonous dietary, and would cost but little. It is to be regretted that there is no immediate prospect of higher wages for the seaman. A sustained improvement in the shipping trade must precede a sensible advance in wages. It is an obvious remark that the material well-being of the seaman depends not only on the amount of his earnings, but on his prudence and thrift. Among the many agencies at work for the benefit of the seaman, the Board of Trade may justly claim to be the most effective. With little acknowledgment from the public, Mr. Gray and his officers have steadily laboured in the cause of the sailor. A determined effort has been made to protect him from the machinations of crimps. Evils of a

## NOTORIOUS CHARACTER

exist in connection with the shipping of seamen. It has hitherto been impracticable to provide an effective remedy by the intervention of the Government. Advance-notes, the abolition of which has been so strongly recommended by the legislature, have recently been revived. An advance-note is an obligation taken by the shipowner to pay a stipulated amount of wages, conditional upon the fulfilment by the seaman of his engagement. It led to great abuses. It exposed the seaman to temptation and tremendous extortion. Its abolition, although a most desirable reform, gave dissatisfaction and caused difficulty to improvident men. By an Act passed in the last session, advance-notes can now be issued for not exceeding one month's wages. It is a concession to the shortsighted clamour of the thrifless. A well-established

## PENSION FUND,

would be a real boon to our British seamen, and they have a special claim to receive generous treatment from the State. The only men connected with the merchant service who enjoy the advantage of a pension in old age, are the seamen of the Royal Naval Reserve. To other men the purchase of annuities is the only means open for making provision for old age. The proposal for a pension fund was strongly recommended by the commission appointed in 1848, under the presidency of Lord Ellenborough, to inquire into the condition of the merchant seamen's funds. In 1859 the Manning Commission also recommended a pension fund.

In the session of 1860 the establishment of a fund to which the seamen of both the Royal and Merchant Navies would be contributors was recommended to the favourable consideration of Parliament. The report of the Commission of 1859 was strongly backed by the Commission on Unseaworthy Ships in their report, presented in 1874.

In all the leading maritime countries of Europe some provision exists for securing pensions for seamen through the agency of the State. The Government is indemnified for the responsibility it assumes on behalf of the sailor, partly by the obligation to personal service in the Navy imposed in all the great countries of Europe, and

partly by the contributions which the seamen are compelled to make to the support of the fund. The system in force in France was founded by Colbert, and is connected with the conscription. The payment is compulsory and amounts to 3 per cent. of the pay of all persons engaged in the maritime service, whether ashore or afloat. The revenue arising from these contributions, and from the interest on funded capital, amounts to more than £300,000 a year.

Public opinion in this country would not tolerate the attempt to levy compulsory contributions to a seaman's pension fund. The Seaman's Congress at Cardiff, while opposed to action on the part of the State, passed resolutions in favour of the establishment, under their own management, of a benefit society for the payment of pensions. Our seamen will merit the highest praise if they can succeed in the attainment of their objects unassisted by Government agency. As a means to

## RAISE THE CONDITION

and qualifications of the British merchant seaman, no step would be so effective as the enrolment of increased numbers in the ranks of the Royal Naval Reserve. Additional strength is needed for the defence of the Empire. Lord Cardwell's Commission on the manning of the Navy recommended that the reserve should be composed of 30,000 men. The numbers at present are 19,155. The Act of Parliament sanctions 30,000 men. We are 10,000 short of the numbers recommended twenty-nine years ago. It can hardly be contended that our responsibilities or our national commerce have diminished in the interval. While the reserve would give valuable support to the Navy, the service offers great benefits to the seamen enrolled. The discipline, the annual retainer, the pension in old age, are boons which every thoughtful man should appreciate.

From these suggestions for the improvement of the condition of the seaman, we turn to the education and professional standing of the

## OFFICERS

of the mercantile marine. While many of their number would be ornaments to any profession, on the quarter-deck, as on the forecastle, we have a residuum little worthy to hold certificates or to fill commands. Among the witnesses called by the Royal Commission on Loss of Life at Sea, reference may be made to Captain Methven.

"Viewing (he says) the whole of the merchant service as one profession, including both masters and mates, I, as being one of them myself, have, since I have been brought in contact with them as an assessor, been most thoroughly ashamed. I have felt that the mode in which navigation was conducted in a portion of our merchant service has been discreditable to the country."

Mr. Rothery, the Wreck Commissioner, told the Commission that he had cases of certificated masters who did not know how to lay a ship's course properly on the chart, or how to make the requisite allowance for tides or currents, and who knew scarcely anything of compass deviation. We need to increase the number of men with high qualifications, and with the power of commanding deference to their professional opinions and advice. The shipowner has a commercial knowledge of shipping. He must look to the ship-master for advice on

loading, manning, equipment, and all professional matters. The officer who gives advice should be as far as possible in a

#### POSITION OF INDEPENDENCE.

The object in view will be best secured by raising the standard of professional attainments. The subject was carefully considered in an address delivered by Mr. Anderson as President of the Chamber of Shipping in London. He recommended that a higher standard of examination should be encouraged, and that the Government, when chartering ships, should give the preference to those commanded by extra masters. This proposal has been approved by Rear-Admiral Pickard, a nautical assessor. Mr. Gray, of the Board of Trade, recommends an entire revision of the present classification of masters and mates. He recommends that those only should be styled captains who could pass in the subjects of the extra examination. In his view a regulation that such men alone should be entitled to command large passenger ships would raise the status of the mercantile marine generally. Passing from the examinations and certificates, attention may be appropriately directed to the want of any organised system for the

#### PROFESSIONAL EDUCATION

of the officers of the mercantile marine. A university has been created for the higher scientific training of officers for the Royal Navy, but Government renders no assistance in the education of the mercantile marine. The facilities which we have created for the Navy at Greenwich might be utilised for this purpose. The professors at Greenwich could give lectures in London. Such aid as the naval university could afford would, however, be available only to students who had served at sea. In the preparatory stage of apprenticeship the conditions usually found in the merchant service leave much to be desired. At Liverpool on board the *Conway*, and on the Thames on board the *Worcester*, excellent schools have been established for youths of from thirteen to sixteen years of age destined for the sea. These arrangements are not followed up in the subsequent stages of professional training. On leaving the *Worcester* and the *Conway*, parents and guardians of boys have to make their choice between two alternatives. In a few ships midshipmen are carried, who, though they pay high premiums, may not receive corresponding advantage in the care bestowed on their education and discipline. The majority of the future officers of the merchant service commence their career as apprentices. They fare no better than the men before the mast, and no attempt is made to give systematic instruction at sea in professional subjects. Impressed with its necessity, the present writer is engaged, with the assistance of Messrs. Devitt and Moore, in preparing a more satisfactory plan. It is proposed to make special arrangements in two sailing ships for the instruction of officers. Twenty-four midshipmen will be carried in each ship. A naval instructor will be appointed, who, under the supervision of the captain, will teach navigation and exercise control in all matters of discipline. The dietary will be on the scale approved for the junior officers of the ships. It is hoped that under improved conditions boys will extend their knowledge instead of forgetting, as is usually the case, the subjects taught in the *Conway* and *Worcester*. A

sea service of four years is obligatory before going up for examination for a Board of Trade certificate. Success or failure in later years must largely depend on the training received in the important stage of apprenticeship.

#### YARNS.

##### CXXII.

#### ABOARD A CONVICT SHIP.

BY CAPTAIN TOSH.

At one time of my sea life I found myself chief mate of a convict ship, the *M*—. She was one of the largest of her class, and fitted out at Deptford for the reception of 400 male convicts. The system of employing riggers and stevedores was not at that time so general as it has now become. The ship was fitted out under the care of her officers, who employed certain portions of her crew to perform the work of rigging, stowing cargo, stores, &c., by which means we gradually selected all the leading members of our crew, which, all told, numbered 64. It was usual for those ships to begin fitting out in the spring of the year, and at the time I am referring to there were three of them fitting out at the same time. In due time the ship was reported to the Admiralty as ready for sea, so in a day or two afterwards I was awoken very early one morning by the ship being taken possession of by the convict guard arriving from Chatham, consisting of a captain and subaltern, with 38 rank and file of the —th regiment of the line, the latter being accompanied by a goodly number of their wives and children. From this date my active duties may, to a certain extent, be said to have begun, in the way of providing them with provisions. But the ship could no longer be suffered to lay idly at her moorings, so we received orders to proceed to Woolwich and moor alongside of the hulk H.M.S. —— to take on board our first draft of fifty convicts, and then to proceed to Spithead for the remainder. The next day we received our first batch of fifty on board, and we thus became a recognised ship in Government service. About this time I received my first disagreeable experience of life on a convict ship. Very shortly after the first of the convicts came aboard, it was reported to the surgeon, who had sole charge of them, by one of the prison boatswains, also a convict, that one of their number had committed a breach of the prison regulations by smoking below. The surgeon, who was a very experienced, and, as we afterwards found, a very agreeable person, and a full surgeon in the Royal Navy, wanted to make an example of this delinquent; and the second mate, I afterwards discovered, had unfortunately let him know that there was no cat-o'-nine-tails on boardship. Then the surgeon opened fire on me in no measured terms: "What! did I consider myself a chief mate of a convict ship and not provided with a cat? See and get a couple made to-morrow, Sir, the first thing." But the poor surgeon had nearly over-acted his part, for I was young and of a somewhat hasty temper, and not disposed to brook an unjustifiable rebuke from anyone; moreover, I was not bound by any legal tie, or otherwise, to go in the ship. There were more ships than parish

churches, and very little would have made me call a boat alongside, put my luggage in and leave the ship, surgeons and convicts, altogether. But a little finessing on the part of the surgeon and second mate made matters all right again after a time, and the unfortunate offender came off with a "starting" round the deck by two boatswains' mates with ropes' ends instead of flogging. Early next Sunday we towed away by steam to Gravesend, and there anchored for the purpose of the crew signing articles. They arrived from London the next day—a motley group in charge of a well-known crimp of the day. They, with their luggage, were brought down in a Margate hoy—this being the practice at the time, particularly in those ships where by the Government regulations a large number of men in the crew were required. In this ship we were compelled to muster 64 in number, but we had only eight rated A.B.'s on the ship's articles, the remainder being made up of inferior grades. Some had never been on salt water before, and others, I believe, had even paid a trifle to be allowed to become members of the crew, it being a very cheap way of getting a passage out to Sydney. The crimp placed two of his agents on board for the purpose of preventing desertions by any of the crew, and so defrauding him out of the advance notes. We sailed, and in due time, after much trouble and vexation on my part, as may well be imagined with such a motley crew, arrived at Spithead. Convict ships are now a thing of the past age. It may be as well that I should describe their mode of equipment. At certain seasons of the year, generally in the spring, Government asked for tenders for the conveyance of prisoners, in ships of a certain size, to the penal settlements of Australia. At the time of which I am writing three ships were accepted, one for each of the settlements, Sydney, Hobart Town, and Launceston. When ships were accepted the lower, or the gun-deck, must be entirely clear fore and aft, and from the after-part of the after-hatchway to the entire length of the ship forewards, was devoted to the prison, the after-part of which was then divided from the remaining portion of the deck by a strong double bulkhead of oak planks, which was loopholed for musketry should occasion require. The opening of the hatchway on the lower-deck was then strongly railed round by oak stanchions of a triangular shape of about six inches on each side, and strongly studded with iron nails. The fore and aft main-hatchways were also guarded in a similar manner, with the exception that in each of those hatchways a strong door was built in the rails of about four feet in height and two and a-half in width, allowing space for one man to enter at a time. Around the sides of the ship two tiers of bedboards were erected, after the manner of a soldiers' guard-room, with divisions to contain six men each. The prison deck was also divided by a strong grating into a fore and after prison, with communication between them which was closed at night. The day after our arrival at Spithead we received 350 more convicts on board. I think they came in three dock-yard lighters, for there were no steamers in the Navy then. The prisoners all came on board in leg-irons with gyves or long shackles, which could be traced up to the waist, so as not to greatly impede their walking; one individual came on board in double irons. This, we afterwards learned, was Sullivan, said to be implicated in the

robbery of the Duchess of Sutherland's jewels from the Custom House. It was also reported to be known in the town of Portsmouth that a valuable reward was offered to anyone who should assist this Sullivan to effect his escape. Certain it was that at the time of embarkation a swift sailing cutter-yacht was seen tacking to and fro a short distance from our stern, and the idea was that Sullivan intended to jump overboard and make for the yacht, and if he should succeed in getting on board, with a fair wind and tide, he would soon have been outside of the Needles passage on his way to France or elsewhere.

(To be continued.)

AT Sunderland a court of inquiry has suspended for six months the certificates of David Gray, master, and William Phillips, mate, of the steamer *Florence Nightingale*, which struck on the French coast in the Channel on the 23rd March, becoming a total wreck. Both officers had mistaken Cayeux Light for Point d'Ally, while on the passage to Dieppe, coal-laden, with a crew of 16 hands.

**THE "SANDO'S" RETURN TO GRIMSBY.**—A banquet has been provided in the Iron Bethel, Grimsby, in connection with the return of the crew of the steam fishing-smack *Sando*, so long laid up on the coast of Iceland. Alderman Henry Bennett, J.P. (Mayor), presided. Alderman W. Jackson, J.P., who proposed the toast of the evening, said that he wished to give the crew of the *Sando* the heartiest of welcomes. He also spoke of the kindness of Alderman Smehurst, the managing owner of the steamer. Captain Cutts, with much feeling, acknowledged the toast. The Rev. E. Lauderdale proposed the health of the captain and crew of the *Sando*, who went out to the relief of the *Sando*. The speaker said he understood that the crew of the *Sando* encountered much danger and hardship in carrying out the task which they entered upon. He was told that if the *Sando* had been six hours later they would not have been able to reach the ship at all on account of the ice. The Rev. Richard Meddings submitted the next toast—the health of the owners—and expressed sympathy with them in the financial loss which they had sustained. Mr. James Plastow responded.

**SEAMEN REFUSING DUTY.**—At the Thames Police Court on March 26 Ho Wing, 37, a Chinaman, boatswain of the ship *Hawke*, and Ah Shoo were charged before Mr. Mead with disobeying the lawful commands of Frederick West, the master of the vessel. Mr. John E. Waters, solicitor, prosecuted, and said the whole of the foreign crew of the ship had been guilty of the same offence as the prisoners, who, however, were the ringleaders. Captain West said the vessel was at present lying in the South West India Docks. He produced the log of the master of the *Port Augusta*, in which the prisoners covenanted to serve for one year, in any ship belonging to the same owners. On the 11th of the month the prisoners, with others, were transferred to the *Hawke*, at Middlesbrough, as the *Port Augusta* was not returning to China or Japan. The crew brought the ship to London, and the vessel was now loading for China. Up to noon on the 23rd the crew performed their duty. The next day all the men refused to go to their work, and the two prisoners said their reason for refusing to work was that they wanted more wages. On the 25th they also refused to work. The witness made entries in the log, but was unable to read them over to the prisoners as the accused had gone ashore, which they had no right to do. He afterwards obtained a warrant for their arrest. Mr. Mead sentenced the prisoners to four weeks' hard labour. Mr. Waters said the captain only wished the men to return to the ship. Mr. Mead then upon put the prisoners back to the end of the day to allow them to consider what they would do. The prisoners were afterwards placed in the dock, and Mr. Mead remanded them in order that they might sign fresh articles to proceed to China. Twenty-six Chinese seamen and firemen on board the same vessel have since been charged with a similar offence. The prisoners refused to return on board the *Hawke* unless they were paid more wages. Mr. Lushington remanded all of them, and told them that if they agreed to go to their work they would be allowed to do so; but, if they refused, they would be sent to prison with hard labour for long terms. In the course of the case it was stated that the crew of the *Hawke* numbered 61 men.

## SHIPS SPOKEN.

Achilles, three-masted schooner, March 29, off Lowestoft.  
 Angerona, of Liverpool, March 9.  
 Advancement, Iquique to Channel, Jan. 9.  
 A. D. Bordes, Iquique to Channel, Jan. 18.  
 Amcott, s. of West Hartlepool, steering south-westerly, March 29.  
 Ayshire, for Dundee, March 21.  
 Ben Vorlich, ship, of Glasgow, Astoria to Fleetwood, all well, March 17.  
 British Ambassador, ship, San Francisco to Cork 69 days, Jan. 30.  
 Bandeira, barque, of Liverpool, bound south, March 21.  
 Blanche, brig, of Swansea, steering east, March 24.  
 County of Clare, ship, Bolivia to Falmouth 58 days, Feb. 8.  
 County of Selkirk, four-masted ship, steering south, March 20.  
 Coimbra, ship, of Liverpool, March 4, 12 miles off Cape Recife, bound west.  
 Drumlanrig (supposed), from San Francisco 60 days, on the Equator.  
 Drumcraig, four-masted barque, Fredrikstadt to Melbourne 54 days, Feb. 15.  
 Drummond Castle, s. for the Cape, March 23.  
 Dane, s. for the Cape, March 23.  
 Eurydice, March 28, 50 miles SW of Tuskar.  
 Elma, for Monte Video, March 12.  
 Eildenhope, for Iquique, March 20.  
 Euphrates, for Fleetwood, Jan. 17.  
 Gilcrux, English four-masted ship, March 19.  
 Glennessin, ship, New York to Sydney, all well, March 9.  
 Glenhunty, of Liverpool, steering south, March 23.  
 Gotha, s. March 22.  
 Galirillo, s. March 23.  
 Hermione, ship, Astoria to Falmouth 67 days, Jan. 30.  
 Harbinger, of Aberdeen, Melbourne to London 30 days, lat. 51°, long. 86.  
 Highmoor, barque, steering south, March 20.  
 Holland, s. March 23.  
 Howrah, barque, of London, Iquique to Hamburg 100 days.  
 Hengist, of Liverpool, London to "Cape Stations," Feb. 25.  
 Illawarra, of London, Sydney to London 42 days, lat. 47°, long. 78.  
 Idee, four-masted ship, of Liverpool, Feb. 25.  
 Jennie Cushman, barque, Boston to Cape Verd Islands, March 7.  
 Loch Vennachar, all well, March 26.  
 Langdale, for San Francisco, March 28, 10 miles SW of Lundy.  
 Mount Carmel, of Glasgow, for Sydney, Feb. 7.  
 Mary, barque, of Scon, Christiania to London, March 31, off Lowestoft.  
 Mersey Belle, British brig, Manzanilla to New York, all well, March 15.  
 Middlesex, Chittagong to Dundee, March 24.  
 Mimosa, s. of London, all well, March 26.  
 Nebo, ship, of Glasgow, Sydney to Antwerp.  
 Narwhal, ship, New York to Batavia, Feb. 20.  
 Norham Castle, s. for the Cape, March 29.  
 Orari, ship, of Lyttelton, Hawkes Bay to London 66 days.  
 Piejone, of Southampton, bound south, March 22.  
 Peterborough, British ship, San Francisco to Antwerp 70 days, a' well, March 16.  
 Peru, barque, Rio Janeiro to Pensacola, Feb. 15.  
 Persian Empire, of and from London for Auckland 32 days, steering south, Jan. 25.  
 Racer, s. under sail, all well, Feb. 8.  
 Spartan, s. for the Cape, March 26.  
 Swift (H.M.S.), March 25.  
 Santiago, English barque, for Portland Bay, March 21.  
 Turkistan, for Antwerp, Feb. 7.  
 Thomas Bell, British barque, Iquique to Falmouth, March 9.  
 Toxteth, British ship, Calcutta to Port Talbot 76 days, a' well.  
 Thomas S. Stowe, of Liverpool, March 19.  
 Viscount, ship, of Liverpool, Pisagua to Hamburg 54 days.  
 Westgate, for Limerick, Dec. 29.  
 Wave Queen, of London, Jan. 12.  
 Yarkan, s. of Liverpool, for Rangoon, 47 days out, Feb. 14.

**ANSWERING** Sir H. Tyler and Sir Saville Crossley in the House of Commons, last Tuesday, Sir M. Hick-Beach said he did not see how he could order an inquiry into the collision in the Bristol Channel on March 12 between the steamer *Grantully* and the Lowestoft trawler *Hole Bay*, because, unfortunately, all the crew of the fishing boat were drowned, and no evidence could be brought forward in contradiction of any statements made by the crew of the steamer.

## UNION OF SHIPMASTERS AND OFFICERS.

THE following circular has been issued addressed to the captains and officers of steam and sailing ships entering the Clyde:—"Gentlemen, we desire to call your attention to the fact that now the above Union has become an established power in this country. It has now 20 Branches in different parts of England and Wales. In inviting you to become a member of this Union we ask you to study your own interest. Every class of working men are getting a fair share of remuneration for their labour, while we, the certificated masters and mates in the Mercantile Marine, are scarcely receiving the means of a bare subsistence for our education and labour. We need scarcely point out to you that it is high time that our first mates should receive the same pay as a second engineer; but they do not—and why? Because the engineers are firmly united and combined for the protection of their interests, whilst we are disunited. And we as shipmasters and deck officers will never be in any better condition until we are united for the promotion of our mutual welfare and interests. All information and rules can be obtained at the local office, 232, Broomielaw.—Thomas Shanley, Secretary."

THE Labour Question resolves itself into this: Shall the efforts of mankind be directed to the amassing of fortunes, or to the building up of true manhood or womanhood?—*Journal of Knights of Labour*.

THE projected German Floating Exhibition is expected to become an accomplished fact after all, and a colossal vessel, built especially for it, will probably be ready in about a year's time. The scheme is said to have secured the moral support of the Government.

**CORK ROPE.**—A cork core floating rope has been invented. The inventor claims that his rope of one inch thickness will stand a strain of more than 1,000 pounds. The rope consists of a core of small round corks about three quarters of an inch long, placed end to end, around which is braided a network of cotton twine. This is surrounded by another layer of strong cotton twine, braided in heavy strands, which is about a quarter of an inch thick. The rope is very soft and pliable, and even after being tied in a small knot will return to its original shape. It can be used in life lines, on life rafts, and as a heaving line for passing heavy hawsers. At a life saving station such a rope would be valuable.—*Marine Record*.

**ATLANTIC ROUTES.**—One of the most experienced old sea captains sailing from the port of New York says, that with one exception all the steamship lines departing from New York have abandoned the lane routes across the ocean which were adopted on Captain Manry's recommendation many years ago. The routes left a distance varying from sixty to two hundred miles between the courses of eastward and westward bound vessels, thus reducing the danger of collision to a minimum. In order to make fast passage, nowadays the Transatlantic steamers go as directly as possible from land to land, "and one of these days," added the old sailor, "there will be a collision between some of the great vessels that will bring disaster and death into hundreds of households on both sides of the ocean." There are a good many besides the captain who believe as he does.—*Marine Record*.

**BRITISH LABOUR CONFERENCE.**—The International Labour Conference at Berlin held its final sitting on Saturday afternoon, when Baron von Berlepsch, Prussian Minister of Commerce, delivered an address in review of the results. The congratulations which he expressed were reciprocated by Sir John Gorst and other of the delegates. The *Star* remarks: "The fuller account of the findings of the International Labour Conference fully confirms the *Daily News* forecasts of its results. It has been a signal success, and while it places us hardly one step higher in the scale of what we may call industrial ethics (though in one or two respects an alteration of our own law will be necessary), it will help other countries to rise to our level. Apart from the substance of the report, its most important point is the provision for carrying out the regulations agreed upon. This is to be entrusted in each State to a number of specially-selected public functionaries, independent both of employers and employed. The reports and other statistical material are to be periodically submitted to all the States taking part in the Conference, and there is a further suggestion that this Conference should be succeeded by others. In other words, we ought to have a Board of Industry attached to our governmental system."

## CORRESPONDENCE.

G. W. REID.

*To the Editor of "Seafaring."*

DEAR SIR.—I noticed in an editorial article in your valuable paper of Nov. 30, 1889, a reference made to one Reid as a discarded member of the English Union of seafaring men. Will it be too much for you to furnish the facts of the case. Geo. W. Reid is general secretary of this organisation, and if the party referred to is the same gentleman, I should like to know it. Please send to B. Giljam, secretary, your paper for one year, and a bill, including postage, with the same. I am one of those who believe that papers advocating our cause should be supported, and am myself interested in a labour paper in this city. With best wishes for the success of SEAFARING,—I am, yours truly,

JOHN F. O'SULLIVAN,  
International A. S. & F. Union,  
Boston Branch.

Boston, March 19.

[The Geo. W. Reid here mentioned is the person we referred to. The members of the Hull Branch are better able to supply the facts of the case than we, but we were informed that Reid's dealings with the funds of that Branch, to which he was secretary, were not satisfactory. Some member of the Hull Branch will perhaps oblige with the facts asked for.—Ed. SEAFARING.]

## MASTERS AND OFFICERS NEED UNION.

*To the Editor of "Seafaring."*

DEAR SIR.—It ought to be a source of gratification to all masters and mates who have the welfare of their profession at heart, to know that an effort is being made (and one that they can all aid by joining) for their combining in a Union to further their own material interest. In the past 20 years we have retrograded to a sad extent, in social and official position, both at home and abroad. Formerly ship-masters were the trusted agents for their owners (*i.e.*, the men whose money was in the ship), and a character for high principle, intelligence, and knowledge of his business was of commercial value to himself and to his employer. Now such a character is of no commercial value, and his real owners he never comes into contact with. Why is this, and why should it remain so? I suppose it has been brought about by a combination of altered circumstances. And the ship-masters, instead of grasping the circumstances, have allowed others to do what they should have done; and also have quietly and submissively allowed themselves to be overshadowed by so-called manager-owners, managers, secretaries, etc., whose knowledge of ships has been gained from, and at the hand of, the ship-masters. This evil is one of the effects of limited liability companies. The men whose money buys the business, and without whose capital there would not be any managing owners in existence—they never come into personal contact with the men by whose brains and labour the ships are really worked, and consequently there is neither knowledge of nor any sympathy with each other. They are rather kept apart by interlopers, whose idea seems to be the necessity of keeping those by whose work they have existence in as humble and poor circumstances as possible. And it is there that a strong and determined Union on our part is required. A combination of the so-called managers to stop work, and all the office staff with them, need not detain the ships a day. Masters and mates can do all their work; we do it in many foreign ports. But all their abilities combined can't manage to sail the ships without us. We can do their work in a fashion, but they can't do ours in any fashion at all. This can't be altered single-handed, but we can bring ourselves to the front rank if combined in a Union with and for each other's interest. There is no part of a ship manager's work but what an intelligent ship-master can do as well as any of the managers, and much better than many of them. If British seamen, from quarter-deck to forecastle, will only be true to their own interest in a universal manner, *viz.*, be sober, saving, industrious, steady in the performance of their duty at all times, make a sweetheart of their ship as of old, and take an interest in the welfare of the profession as a whole, respect themselves and others over whom they may be placed in temporary authority, then they will not only be in a front rank in public opinion, they will be so in their own, and the tormenting legislation required now would be uncalled for. No manager nor managing clerk's ideas regarding taking more cargo, or sailing with fewer men, would be listened to, nor have any weight if it were uttered at all. There would not be any discharging

mates because clerks wished others to be put in their place, as more biddable. Regarding foreigners being employed, we, the British ship-masters, are to blame for that entirely, and now we ask others to cry to the powers to save us from the rod we have ourselves forged. I will illustrate this by a story of what came under my own observation, and I dare say there are many such cases. Some time ago my steamer was in Alexandra Dock, Newport, Mon. I was going from the office to the ship in the bus, a ship-master sat opposite with his ship papers and blue official log-book in his hand. On the way down, a young gentleman came on, and addressed the ship-master thus—"Well, Captain, have you got what you have been trying for?" The captain replied, "No, I have not; I have not been able to get a German mate, and have shipped an English one—a thing I have not done for five years, but it will only be for a voyage." I asked him if he did not think that to be a very bad policy. He said, "How do you make that out?" I replied, "Does it never strike you that if you always do so you can't well object should your managers decide on trying them as masters, and that on your own representation that they are the better men, and so prejudice them against employing any Englishmen at all." But this patriotic man only said "Humph!" and, unfortunately, we have many such "Humps" in our ranks.—I am, etc., SHIPMASTER.

March 31, 1890.

## SHIP SANITATION, No. 6.

## THE ATLANTIC PASSENGER TRADE.

*To the Editor of "Seafaring."*SANITARY REPORT FOR OCTOBER VOYAGE, 1886,  
OF S.S. —

*Outward Passage.*—Oct. 11. Forward hospital on main deck was taken down at Queenstown, the space being required for mails, etc.

Oct. 12. Fracture case; single steerage male passenger. No forward hospital; obliged to turn the stewardesses out of the large after-hospital for his admission, the small after-hospital being occupied with steward's utensils used in the steerage, there being no cupboards in the steerage.

Oct. 16. Case of measles amongst the "sisters" in the intermediate. Removed the young girl at once to forward-deck hospital; absolutely necessary to isolate her away from main deck crowded with 1,082 passengers, and stormy weather with ventilators all shut down; obliged to carry her along the open deck in rain and spray. Why was the after-deck hospital removed? (*vide* letter of July, 1886.)

Oct. 17. Measles case complains of sea getting through forward port and wetting her bed, and the deck of this hospital is floating with water at pump end. She also says she cannot sleep with the "pump going continually through the hospital walls." The intermediate stewardess cheerfully visits frequently with food, etc., regardless of the seas and rain along the decks.

*Homeward Passage.*—Oct. 22. R. B., steerage passenger, drunk and incapable; may fall and break his leg, so remove him to deck hospital, the "refrigerator man" M., having to turn out of it and sleep in after small steerage hospital with A. (head steerage steward). No other available accommodation. M. complained to purser of these frequent "shifts," and it is much to be regretted that no berth is allotted to this important official.

Oct. 27. Annie S., rheumatic fever (temperature 103.4), must be transferred from orlop deck room to large hospital, turning out intermediate stewardess, who, for want of a berth, I must allow to sleep in the surgery! Mrs. B., steerage stewardess, remaining on in this hospital and will attend on patient.

Married people (steerage passengers), single men and single women were located all together in married compartment, orlop deck; as this irregularity occurred on last homeward voyage, it should be noted. Of course, the allotted portion of main deck was filled up first with single men, but the accommodation was insufficient for the number embarked.

This Company is generally considered in the trade to be the smartest and best managed of the Atlantic Lines, so it is the more to be regretted that, forgetful of the similar untimely death of the previous head steerage steward, J. L., and in the face of my medical log-book recommendations month after month, the managers allowed head steerage steward A.—all that hot summer of 1886—to continue at his arduous post, until the foul steerage atmosphere had so poisoned his system by the end of October that, as stated in my letter to the managers, Dec. 13, 1886, "his death was comparatively so sudden, and decomposition set in so rapidly, that there was no time to warn his old

messmates to attend the funeral; nor would any one have attended with more heartfelt sorrow than myself, for conscientious, sober, self-denying young men even the — company cannot afford to lose." (See *The Ship's Surgeon of To-day*, p. 15.) A was "the fine looking young fellow of splendid physique" alluded to in my previous letter, No. 5.

With your kind permission, Mr. Editor, in letter No. 7 I would record some interesting sanitary facts reported to the directors of another fashionable Atlantic Company in 1889.

Reprints of these letters on ship sanitation have been forwarded to the leading lay and medical papers in the United States and Canada, to awaken an interest in the present degraded position of the medical department of the first mercantile marine service in the world.

C. H. LEET, F.R.C.S.

Bootle, March 29, 1890.

## A SECRETARY'S PAY.

*To the Editor of "Seafaring."*

SIR,—I see by your valuable paper of the 29th March, that at a meeting of the Seamen's and Firemen's Union, held in Newcastle, March 21, it was proposed that Mr. Mansell receive an advance of 10s. on his present salary. As I am a member of the Newcastle Branch, I have a good knowledge of the labour and expense which is entailed on Mr. Mansell, who is a most indefatigable officer. His work brings him in contact with nearly every ship-building yard, as well as other works of note on the Tyne, on account of so many of the seamen and firemen belonging to our Branch working ashore, as well as those who follow the sea. Now if we take into consideration the way other people are paid for labour done, we should surely consider Mr. Mansell very much underpaid for his labour, which he puts his heart and soul into in such a manner as should gladden the heart of every man who is in his Branch. As to his clerk, he is also very much underpaid for his labour, which he also performs in a straightforward, honourable, and most civil manner, so that I think that if Mr. Mansell and his clerk receive the Executive Council's approval of increased salary, it will be hailed with joy by all the members of the Newcastle Branch. Yours, etc.,

FAIR PLAY.

Newcastle, March 30, 1890.

*We regret that we are again compelled to hold over for want of room a number of interesting letters and other matter.*

INFORMATION has been received at Queenstown from New York that Mr. Edward Cullinan (a native of Queenstown), the pilot of the National line of steamers entering and leaving New York, was killed on the 5th ult. off Sandy Hook by getting his skull badly crushed between the iron fender of the tug and the pilot boat. Mr. Cullinan was piloting the National line steamer *Greece* to sea, and was in the act of boarding the tug *M. Moran* from the pilot-cutter *Washington*, when his head got jammed between them, and he was instantaneously killed. Last week's SEAFARING had the following item of news on the authority of a New York paper:—"Captain Edward Collins, of the *Washington*, a well-known Sandy Hook pilot, has been killed by getting jammed between a tug and a barque." This evidently is a mistake, and refers to Mr. Cullinan.

INCOMPETENT SEAMEN.—The system under which seamen and firemen are now engaged on board foreign-going vessels at Baltimore and the adjacent American ports evidently requires alteration. Mr. W. F. Segrave, the British Consul at Baltimore, points out how necessary it is that an alteration should be effected, not only in the interests of administration, but of shipowners and underwriters as well. Under present conditions, the latter have no security that the seamen are physically competent to do their work properly. Men just discharged from hospital, and others suffering from loathsome diseases, are constantly shipped as able men; consequently, after a few days' work, they are knocked up, and the ship has to be worked short-handed. When the ship arrives in port these men are sent to hospital, at the cost of the English taxpayer. As an instance of the cost entailed upon the Imperial exchequer, the Consul says that in his port the hospital expenses of these so-called seamen for the past quarter amounted to over £60. The remedy appears to lie in a proper medical supervision.—*Journal of Commerce.*

April 5, 1890.

## SEAFARING.

## GOT CERTIFICATES

As Masters or Mates, during week ended 29th March, 1890.  
Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Kenny, Wm. J.	O C	Liverpool
Simpson, Wm.	O C	Liverpool
Roberts, Wm. H.	1 M	Liverpool
Hall, Newbray	1 M	Liverpool
Blackwood, Jas. W.	2 M	Glasgow
Grindlay, Geo.	1 M S S	Glasgow
Carmichael, D.	1 M Fore & Aft	Glasgow
Houston, Jno.	O C	Glasgow
Caldwell, Robt.	O C	Glasgow
McAllister, Duncan	1 M	Glasgow
Thomas, David J.	1 M	Glasgow
Smart, Henry II.	O C	Aberdeen
Deans, Absolom	O C	Aberdeen
Laing, Wm. F.	1 M	Aberdeen
Smith, Henry	1 M	Aberdeen
Murray, Robt.	1 M	Aberdeen
Kemp, Geo.	1 M	Aberdeen
Holmes, Jas. W.	2 M	Greenock
Thomson, Jno.	O C	Greenock
Brown, Edwd. Geo.	2 M	Plymouth
Penberthy, Wm.	O C	Plymouth
Cantell, David	1 M	Plymouth
Paze, Arthur E.	1 M	Plymouth
Anlie, Barthol	2 M	Sunderland
Ward, Joseph H.	2 M	Sunderland
Canney, Thos. Johnson	O C	Sunderland
Purvis, Robt. A.	M S S	Sunderland
Oliver, Cornelius W.	1 M	Sunderland
Shaw, Jno. T.	1 M	Sunderland
Purvis, Tom Geo.	2 M	South Shields
Palk, Henry	M	Southampton
Oxborough, J. T.	2 M Fore & Aft	Southampton
Thornton, Harry	2 M	Southampton
Ellis, Willoughby	1 M	Southampton
Jennings, Jno. W.	O C	Southampton
Peacock, Robt.	2 M	Southampton
Howard, Jas. A.	2 M	Newport
Hitching, Thos.	O M S S	Newport
Husband, Trevor V.	1 M	Newport
Davies, Fredk. W.	1 M	Newport
Nilsen, Alex. J.	1 M	Newport
Beal, Wm. H.	2 M	Hull
Townsley, Jno. F.	O C	Hull
Mouatt, Laurence A.	2 M	Leith
Chaplain, Harry	2 M	Leith
Colley, Jno. Alexr.	O C	Leith
Clark, Alexr.	O C	Leith

## HOME TRADE.

Name.	Master	London
Paskell, Henry	Mate	Southampton
Moody, Henry	Mate	Belfast
Coote, Edwd.	Mate	Belfast
Robinson, John	Master	Greenock
McPherson, Malcolm	Master	Leith
Melntyre, Duncan	Mate	Leith

## ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Polett, Jno. E.	2	London
Lewis, Harry	2	London
Leith, Alfd. J.	1	London
Gemmell, Francis R.	1	Liverpool
Henderson, David	1	Liverpool
Brook, Wm. A.	1	Liverpool
Turnbull, Jno.	1	Liverpool
Carick, Geo.	2	Glasgow
Beckwith, Oliver	2	Glasgow
Macpherson, Jno.	2	Glasgow
Russell, Archd. A.	2	Glasgow
Gillespie, Peter	2	Glasgow
McDowall, Wm.	1	Glasgow
Jeffrey, Jas. Robt.	1	Glasgow
Downs, Sam.	2	Sunderland
Alby, Geo.	2	Sunderland
Fletcher, Thos.	2	Sunderland
Evans, Arthur J.	1	Sunderland
Lewis, Frank	1	Sunderland
Garrick, Geo.	2	Sunderland
Simay, Geo.	2	Sunderland
Graham, Thos.	1	Sunderland
Butchart, Jno. J.	2	North Shields
Barnes, Matthew C.	2	North Shields
Thoms, Jno.	2	North Shields
Watson, Chas. E.	1	North Shields
Gash, Arthur	2	Hull
Turner, Thos.	2	Hull
Binks, Cornelius A.	2	Hull
Blakey, Henry S.	2	Hull
Colbridge, Jno.	2	Hull
Blakey, Joseph S.	1	Hull
Page, Arthur B.	1	Hull

## SEAFARING DISASTERS.

*Bull*, see *Reindeer*.

*Bordeaux*, s, of and from London for Gandia, went ashore on Danger Rock, between Dover and Folkestone, during a dense fog. Since got off, and proceeded and docked at Dover. Quantity of damaged cargo was jettisoned.

*Belmont*,—Lloyd's agent at Burntisland telegraphs March 31: *Belmont*, s, of Sunderland, coal laden, for Copenhagen, has gone ashore near this port. No immediate danger; bottom sand.

*Bonjemain*, s, of London, which left Swansea on Friday evening, laden with a general cargo and 450 tons of copper, for Treport, ran ashore on Lundy Island. She was got afloat and made for Swansea, but about seven miles off the Mumbles foundered in twenty fathoms of water. Her crew were saved and landed at Swansea by the pilot boat *Rival*.

*Bloomfield*, schooner, Mansaniello for New York, laden with sugar, being leaky, was beached on the south coast of Cuba, 20 miles east of Cape Maize, and will probably be lost. Crew saved.

*City of Liverpool* from Mobile, arrived at Liverpool in a very leaky condition, having ten feet of water in hold.

*Clan Forbes*, s, from Glasgow, in entering Maryport harbour touched south pier and grounded on the north bank. Trifling damage to ship.

*Clan Maclean*, in leaving Galle Harbour struck on a rock off Mantamada, and has been beached at Watering Point; examined by divers and found to be little damaged.

*Clydesdale*.—Telegram from Lloyd's Signal Station, St. Ann's Head, March 29, reports: *Clydesdale*, of Glasgow, founded last night five miles north of the South Bishops, having struck on the North Bishops; crew of 18 and six passengers saved in boats. The *Clydesdale* is laden with coal bound for Bilbao.

*City of Paris*, see page 13.

*Ethel*, from Boston for Rosario, has put into Halifax, N.S., with loss of some sails, and with rudder head sprung.

*Eschol*.—The steamship *Potosi*, which arrived at Plymouth on Saturday, brought Captain Johnson and the crew of the steamship *Eschol*, of North Shields, which had been wrecked while on a voyage from Smyrna to Leith with barley. The *Eschol*, which was owned by Mr. John F. Middleton, of North Shields, left Smyrna on March 3, and after passing through the Straits of Gibraltar encountered a succession of heavy westerly gales, accompanied by tremendous seas. In a terrific squall on March 15, she was thrown over on her starboard side, and as the heavy weather continued her starboard list increased daily. One of her life-boats was washed away, her coal bunkers filled with water, and the ship was eventually on her beam ends, and beyond hopes of righting herself, as her engines had become useless. In this condition she drifted helplessly towards a lee shore, and as the weather showed no signs of moderating it was resolved to abandon her. This was not accomplished without considerable difficulty and danger, but the crew, twenty in number, reached the shore in safety. The *Eschol* afterwards grounded on a reef near Corunna, and soon became a total wreck.

*Fleur de Lis*, British ship, from Middlesbrough and Swansea, ashore at Bahia Blanca in an exposed position; assistance sent her.

*Glendon*, United States ship, for Yokohama, with kerosene, has been totally wrecked at Sagami; all hands saved.

*Gulf of Aden*.—Lloyd's agent at Valparaiso cables: *Gulf of Aden*, s, is very much overdue, and grave fears are entertained for her safety. The following telegram has since been received from the owners: *Gulf of Aden* was wrecked, latitude 47°, on March 12, 100 miles from land. Four boats left the steamer with 81 people. One boat reached Chiloe. Two steamers are searching for the missing boats. The *Gulf of Aden* was bound from Liverpool for Valparaiso, &c. She was a steel screw steamer of 2,228 gross tons, was built at Middlesbrough in 1887, and was owned by the Greenock Steamship Company, Greenock.

*Hazelbranch*, s, of Sunderland, laden with general cargo, when proceeding to sea, grounded on the west side of the entrance channel, Cardiff, but was eventually got off with the assistance of four tugs.

*Harold*.—A cable message from Lloyd's agent at Turk's Island, dated from Puerto Plata, states: *Harold* struck on a rock and filled with water, and will probably be a total loss. Most of the cargo is damaged.

*Lavada*, s, Calcutta for Bombay, previously reported grounded on Fisherman's Point, on her way down the river, has got off, undamaged, and without assistance.

*Marima*.—Lloyd's agent at Buenos Ayres telegraphs: British steamer *Marima* sprang a leak and

sank in entering Boca, cargo wheat, forehold submerged. The leak has been found and stopped; cargo must be discharged to get at the damage; all the water has been pumped out of the fore compartment.

*Oporto*, British s, in leaving Lisbon Harbour collided with the Italian barque *Maria Christina*, which sustained extensive damage and has been beached.

*Ocean Chief*, British barque, which got a *und* at the entrance of the River Eider, has *got* off. Vessel reported leaky.

*Olive Branch*, British s, from Odessa for Rotterdam, is reported by telegraph to have grounded on her way up the river at Maassluis, and remains.

*Primate*, s, previously reported a-hore at Hunter Ribben, near Goeree, has been assisted off, after having been lightened of part of her cargo.

*Prima*, s, Bu'ness for Ystad, went ashore near Malmo, but was assisted off by a tug, after jettisoning cargo to the extent of about 130 tons. Agreement £650.

*Ruby*, engaged in the pearl fisheries of northwest Australia, has been totally wrecked in Cascade Bay; no lives lost.

*Reindeer*.—Lloyd's agent at Middlesbrough telegraphs March 29: *Reindeer*, s, inward bound, from Bilbao, laden with ore, and *Bull*, bound to Grangemouth, laden with pig iron, were in collision last night near the Tees' ninth buoy. The *Bull* returned to Middlesbrough. Both vessels are seriously damaged.

*Sydenham*, British ship, from Shields, put into Valparaiso, lost main topgallant mast.

*Sempre Avanti*, New York for Marseilles, put into Bermuda, March 26, with loss of rudder.

*Tom Pyman*, British s, West Hartlepool for Flensburg, coals, has been lost in the Baltic on West Scaw. Ten of the crew were saved, but seven were lost, including William Brown (captain), J. Garbutt (chief mate), Thomas Harrison (second mate), and E. Dove (chief engineer). The names of the other three of the crew lost are not stated.

*Vedra*, British steamer, from Maryport from Placentia, N.F., with railway iron, has arrived at Queenstown with cargo shifted.

*Western Chief*, Hamburg for New York, has been abandoned. Crew arrived at New York.

THE University boat race has, after an exciting struggle, resulted in favour of Oxford by about a length.

A STRONG opposition has been set on foot at Southampton against the removal of the West Indian mails from that port, as suggested by a recent deputation to the Postmaster-General.

CATTLE ON BOARD SHIP.—A New York telegram says that a petition to Congress is being prepared to authorise inspectors employed by the Society for the Prevention of Cruelty to Animals to accompany all cattle ships across the ocean to see that the animals are properly treated during the voyage. The inspectors will be instructed to see that each live ox and sheep has proper cubic space allowed, and that facilities for watering and feeding the animals are cleanly and ample. Arrangements, according to the terms of the petition, should be made on all cattle ships to separate all animals suffering from sea sickness from the rest, the chief object of the Society being, not only to prevent unnecessary discomfort to the animals, but to ensure their being landed in a cool and unexcited condition, so as to make wholesome food if required for immediate slaughter.

"AN OLD SAILOR" writes from Dundee to a contemporary:—"The colour-test question is one I would like to see in the hands of the doctors; and when Jack is having his optics tested I would strongly recommend a general overhaul of the whole man. Shipmasters, on long voyages especially, have queer and complicated cases to deal with, and some of the ailments are contracted through indiscretion on shore, and only fully develop after being some time at sea; then eyes and other organs suffer, and the whole man becomes unseaworthy in consequence. Guarantee a clean bill of health when signing articles, and the dangers of the sea will be minimised thereby. A compulsory manning and a provision scale and fair housing would complete the programme, and do much towards making a home in the cabin and in the forecastle." The editor to whom this letter is addressed, thus remarks upon it:—"We endorse our correspondent's remarks, and think that some *bona fide* medical inspection should take place, especially in the crews of large sailing ships, before leaving port. We should support any carefully worked out scheme that promoted the health of our seamen."

## NOTICES.

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## TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 35a, Union-street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

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ARDROSSAN.—W. Galbraith, 50, Princes-street.

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BARRY DOCK.—J. Harrison, 4, Station-ter, Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

BLYTH.—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

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BRISTOL.—J. Fitzpatrick, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Triston, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m., any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CORK.—Michael Austin, 6, Patrick-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

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GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

GOOLE.—W. R. Chappell, Bank-buildings, sec. R. W. E. Whitehead, Esq., Bowalley-lane, Hull's solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Wednesday, 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

GRAVESEND.—John Degmin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kelt-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-street, Gorleston, every alternate Monday.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, 7 p.m., in Public Institute.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

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LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—J. Wildgoose, secretary, 3, Mint-pavement.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 20, Forsyth-street.

LONDONDERRY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, The Coffee Tavern, Irish-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

METHIL.—Wm. Walker, High-street.

MONTRÉO.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

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NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

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PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

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SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—Chivers, High-street Chambers, 80, High-street, secretary; J. Hallett, Esq., 20, Portland-street, solicitor; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

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THOMAS SHANLEY, Secretary, pro tem.

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Offices, 15, Commercial-street  
(opposite Shipping Office),  
Leith."

ROBT. SMITH, Sec.

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Month, and Ordinary Seamen ac-  
cording to their merit, as the  
men intend to sail by the Month  
instead of by the Voyage. Branch  
Secretaries and Delegates are re-  
quested to look after the above  
vessels that may visit their  
Ports.

J. DONOVAN, Sec.,

WHITSTABLE BRANCH.

March 30, 1890.

NOTICE  
TO SECRETARIES AND CORRESPONDENTS.

On and after Monday, April 7, all communica-  
tions for Gravesend Branch, Seamen's and Firemen's  
Union, should be addressed to "Plimsoll House,  
The Terrace, Gravesend."

JOHN DEGNIN, Secretary.

NATIONAL AMALGAMATED  
SAILORS' AND FIREMEN'S UNION  
OF GREAT BRITAIN AND IRELAND.

## IMPORTANT NOTICE TO MEMBERS.

Contributions will in future be received from  
Members of the above Union, at

3, MINT PAVEMENT, TOWER HILL.

Any Contributions paid at 23, KING STREET,  
on and after January 31st, WILL NOT BE  
RECOGNISED AS A PAYMENT TO THIS  
UNION.

All Members of the Tower Hill Branch are  
invited to attend the Meetings of the Green's  
Home Branch, until further notice.

Signed on behalf of the Executive Committee,

J. H. WILSON,  
General Secretary.

NATIONAL AMALGAMATED  
SAILORS' AND FIREMEN'S UNION  
Of Great Britain and Ireland.

It is urgently requested that Members of  
the above Union will note the fact that part  
of our agreement with the Steamship Owners'  
Association was, that after signing articles,  
they should not be asked to work either  
Cargo or Winches in the Home Port, during  
the struggle with the Dock Labourers. We  
also call upon all our Members not to interfere  
with Flatmen's work or any other class who  
may have a dispute with their Employers.  
Members found doing such work after this  
notice will be dealt with by the Union.

The Wages according to agreement are for  
the Western Ocean and Baltic:—

Firemen - £5 0 0 | Trimmers £4 10 0

Sailors - - £4 10 0

All other grades in proportion.

Southward:—

Firemen - £4 10 0 | Trimmers £4 0 0

Sailors - - £4 0 0

All other grades in proportion.

By Order of the Committee,

W. NICHOLSON,  
Liverpool District Sec.

## Seafaring.

SATURDAY, APRIL 5, 1890.

The reply made by Sir Michael Hicks-  
Beach to the deputation which waited upon  
him the other day on the subject of the  
representation of seamen on Local Marine  
Boards, exhibits an extraordinary ignorance  
of the functions and aims of the Sailors'  
and Firemen's Union. He said:—"His  
Newcastle appointment showed that he was in  
no way antagonistic to the Sailors' and  
Firemen's Union, but he might point out  
that this Union did not comprise the whole  
body of seamen and firemen, and if he were  
to appoint their representatives he might  
appoint persons who would have the  
interests of their Union first at heart and the  
interests of the general body of seamen  
afterwards." From this it is clear that the  
President of the Board of Trade labours  
under the delusion that the interests of the  
Sailors' and Firemen's Union are  
antagonistic to the interests of "the general  
body of seamen." The right hon. baronet  
evidently does not read his *SEAFARING* with  
that care which some other members of  
Parliament do, otherwise he would be aware  
that the object of the Sailors' and Firemen's  
Union is to promote the interests of the great  
body of seamen, therefore such a conti-  
gency as he dreads is practically impossible,  
and it is a pity that nobody present pointed  
that out to him. This was not the only  
omission in connection with the matter. A  
much stronger deputation should have been  
formed, and many stronger arguments might  
have been adduced. Sir Michael says that  
as the law stands shipowners are entitled to  
direct representation on the Local Marine  
Boards, while seamen are not. That being  
so, the existing law is a scandal, and in the  
interests of justice it should be at once  
altered. As a correspondent pointed out  
in our last issue, it would be impossible to  
find better men to represent the seamen  
than the officials of the Union, who, having  
been elected by the seamen to their present  
offices, are obviously representative men in  
whom the seamen have confidence. If the  
President of the Board of Trade imagines  
that because he has selected only one of these  
officials seamen will be content, he will  
find himself much mistaken. The Union

will not cease to agitate on the subject; and the Union—now that it is strong and, therefore, has many friends—is capable not only of putting pressure on the Board of Trade, but on Parliament itself—which is the master of the Board of Trade.

The letters which have appeared from time to time in our columns from various masters and mates leave no room for doubt that a very strong feeling prevails among the certificated nautical men of this country against the existing system of permitting foreigners to command and officer British vessels. British certificated men may differ between themselves as to the expediency of employing foreigners in the stokehole or on deck, but on the subject of the employment of foreigners on the quarter-deck, there is no such divergence of opinion. It is true that here and there a subservient British shipmaster may be found ready enough to employ a foreign mate, if by doing so he can cut down expenses and so curry favour with the owner; but if you ask such a British shipmaster how he himself would like to be supplanted by a foreigner, you find that although he sees no great harm in employing foreign seamen, or even foreign mates, he considers it outrageous that foreign masters should be employed in British ships. As with the masters, so with the mates. The mates may see no great harm in employing foreign seamen, but the employment of foreign mates seems to them most reprehensible. On the whole, therefore, masters and mates are practically unanimously of opinion that—in their own respective capacities at least—no foreigners should apply. That such an opinion should prevail is but natural. In the United States of America all candidates for certificates—or licenses as they are there called—must, before being admitted to examination, first take the following oath:—“I do solemnly swear that I am a citizen of the United States, and that I will faithfully and honestly, according to my best skill and judgment, and without concealment or reservation, perform all the duties required of me.” Moreover, as an American contemporary points out, the last clause—which has long been in force—of section 4 131 of the revised statutes of the United States reads: “All the officers of vessels of the United States, shall be citizens of the United States except in cases where on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer.” Such is the law of the United States, and now it is reported that American masters or officers will not be allowed to command or officer Canadian vessels unless they become naturalised Canadians. If America and Canada thus find it necessary to exclude not merely aliens who speak a different tongue, but their own English-speaking kith and kin who do not happen to be citizens of the United States or naturalised Canadians, what wonder that British masters and officers should regard with jealousy the foreign-speaking foreigners who take the bread out of their mouths? The wonder is rather that aliens should not have been excluded from such competi-

tion long ago. The explanation is not far to seek. Necessary as certificated men are to British shipping, they have hitherto been, as a rule, divided among themselves, and without any organisation of their own powerful enough to protect their own interests. In many ways certain Societies which seek to enrol certificated men have done more or less good. For various reasons they have but partially succeeded—or almost entirely failed. These older Societies have not been sufficiently democratic in spirit, and have not been sufficiently national in scope. But now that the shipmasters and officers have a Union sustained by the spirit of combination, inspired by the democratic ideas of the times, and rapidly establishing successful Branches in all the British ports, a new era has opened for British shipmasters and officers. On another page we print some extracts from an article which Lord Brassey has recently contributed to the *Nineteenth Century*. All his lordship's opinions will not command the unanimous approval of our readers, but he has certainly hit the nail on the head in pointing out that greater independence is a prime necessity of British shipmasters and officers. Again and again it has been pointed out that the shipmaster and officer is under the thumb of his employer. However foolish, or even wicked, may be the requirements of the ship-owner, the master or officer, as the case may be, has to reflect: “If I don't do it somebody else will,” and, thinking mayhap of wife or family, has to obey, however sorely against the grain. This you hear and see every day. And what is this but evidence of the abject, the slavish dependence of master and officer on the shipowner's will? Greater independence, recommends Lord Brassey. Precisely what is wanted. But how to obtain it? By raising the standard of education and by stricter examination, says his lordship. To that we have no objection, provided real education is meant—training of all the faculties, not the absurd cramming or mere book learning, erroneously regarded in some quarters as education. But the process is too long to remedy the particular evil in view. It will take at least another generation to establish a rational system of real education in this country, and another generation before its benefits are generally felt. Meanwhile, masters and mates must remain enslaved, unless a shorter cut to independence be found. That short cut—which is also more certain than Lord Brassey's process—is ready to hand in the shape of combination. Masters and mates have but to join the Union established for their benefit, and their independence is secured. It is ridiculous to suppose—especially in these days when unskilled labour is everywhere emancipating itself—that a body of men requiring long and technical training—whose places cannot be filled by men devoid of such training—cannot secure for themselves independence if they will but display the same attention to their own interests as they do to the arduous and responsible duties of their profession.

THE steam-tug *Mayflower*, whilst returning to Queenstown, sighted a dead whale of large size. It had two very big cuts across the back, where it was dreadfully lacerated, such as would be produced by the propeller of a Transatlantic liner. The *Mayflower* took the immense fish in tow, but was obliged to abandon it through its advanced state of decomposition.

## NAUTICAL NEWS.

THE United States Treasury has ordered the release of the British sealing schooner *Pathfinder*.

ANOTHER fire has occurred at Cardiff Docks, destroying a ship chandler's premises. The outbreak is attributed to incendiarism, and a man is in custody on suspicion.

LETTERS from Malta state that on the arrival of the troopship *Tamar*, Captain Cochrane, her commanding officer, was taken to hospital, suffering from a severe attack of influenza.

THE Hamburg-American Steamship Company are considering, it is stated, the desirability of arranging for their steamers to call at Tilbury, in the Thames, on their outward and homeward voyages.

THE rate at which engineer officers of the United States are resigning from the Navy is producing consternation. The only explanation advanced is the great number of lucrative positions offered them ashore.

HER Majesty's ship *Sapphire* has been reported unfit for further service as an effective ship of war. She was built in 1875 at a cost of £86,899, and was the last wooden corvette built before composite vessels were introduced.

THE Dundee Harbour Trustees have refused to increase the wages of the dockers on the ground that they are in a far better position as regards pay than those employed at Liverpool, Hull, Glasgow, Leith, and Aberdeen.

THE Austrian barque *Iona*, which left Cardiff on Oct. 14 last year for Cape Town, arrived at the latter port last week. As much as 90 guineas had been offered to effect re-insurances and declined. Yet the vessel arrived after all.

THE Austro-Hungarian vessel the *Santa Margarita*, which sailed from the Thames last week for La Plata, had on board, acting as first officer, the former Archduke John of Austria, who is known as John Orth, master mariner, who, although a certificated captain, prefers at present to sail as first officer.

A COURT-MARTIAL has been held on board H.M.S. *Iron Duke*, with Captain Lord Charles Beresford as president, for the trial of a seaman named Banks for wilful disobedience of orders and insubordination. He pleaded guilty, and was sentenced to six months' imprisonment with hard labour.

WHEN the *Orontes* arrived at Malta from Hong Kong, she reported that influenza had been very prevalent on board, over 170 passengers being under medical treatment at one time. So great was the demand on the services of the medical officers that they had to be reinforced by the staff surgeon of H.M.S. *Cordelia*.

SIR EDWARD WATKIN has obtained information from the Treasury with regard to the proposed telegraph cable between Halifax and Bermuda. It is to the effect that the company contracting to lay the cable have been allowed until mid-summer for the purpose, and that they are expected to complete the work by then.

AS a result of the recent terrible disaster to the *Tea-by Castle*, at Port Ruffydd, near Holyhead, when eleven men were drowned, and where of recent years several other vessels have been wrecked, the Lifeboat Institution have decided to place a life-boat there. This will be the third boat at Holyhead, and the eleventh on the Anglesea coast.

A COURT-MARTIAL has been held on board the *Northumberland*, flagship of the Channel Squadron, at Gibraltar, for the trial of an able seaman, named Burton, on charges of insubordination and striking his superior officer, Captain Warren, of the *Monarch*, presided. Prisoner was found guilty, and sentenced to two years' imprisonment and to be dismissed the service.

THE master of the late steamer *Bon Accord*, of Aberdeen, has publicly expressed his heartfelt thanks to Captain Marr, the officers, crew, and passengers of the steamer *Anglia*, of Glasgow, for the noble way in which they stood by the *Bon Accord*, and for the humane and kindly treatment her captain and crew received at their hands, after having been taken on board their steamer.

A CARTEGRAM received in Dundee from St. John's, Newfoundland, stated the steamer *Esquimaux* had arrived there with a catch of 11,000 seals. The *Terra Nova* was seen in the middle of the pack on the 27th, the *Maud* and the *Aurora* on the 28th. The *Terra Nova* was supposed to have secured 20,000 seals, and the pack being large and the prospects good, the other vessels are believed to have equally good takes.

## SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

No meetings of these Branches have, we are informed, been held since our last issue. The report which has appeared in a certain paper to the effect that Mr. Fysh, treasurer of Green's Home Branch, has been committed for trial on the charge arising out of the purchase of a safe, is not confirmed by any Union official. The trial of Horsey for publishing Abbott's libel on the general secretary, has been adjourned.

### LIVERPOOL BRANCHES.

At the weekly meeting of the South End Branch, which was held last Monday night, Mr. A. J. Candler in the chair, Mr. J. Huson in the vice-chair, the minutes of previous general meeting and also special meeting of March 27 were, on the motion of Mr. Petersen, seconded by Mr. E. Jones, confirmed as read. Correspondence was next read and passed, also the financial statement for week. There was next read the letter which had been received from the Sailing Shipowners' Association, in reply to a request for a deputation to wait upon them to discuss the wages question. They stated they could not see the necessity for such an interview, as the agreement entered into with the Steamship Owners' Association was no guide to their Association, and after it was thoroughly discussed it was moved by Mr. J. Mulroy that we press the Sailing Shipowners' Association to accept a deputation; seconded by Mr. C. Steel, supported by Mr. J. Conway, and carried. With regard to the question of a representative to attend the Labour Electoral Congress, at Hanley, on Easter Monday and Tuesday, it was mentioned that at our previous general meeting the secretary was elected as delegate to attend at Hanley, but since then Bootle and Birkenhead had each elected a delegate. The secretary stated that two would be sufficient to represent the district, and considering the critical period we are passing through it would not be advisable for all the officials to be away at the same time. After the explanation it was moved by Mr. S. Andrews that the secretary remain in Liverpool instead of attending congress, seconded by Mr. S. G. Brown, and carried. Next it was reported that a Swansea member who came into Liverpool last Saturday as a consular passenger from an African port, being hard up, the secretary wrote to Swansea asking if they would be willing to refund any money which might be advanced to send him round. The reply not yet having been received, it was moved by S. Andrews that he be kept in the Union Home until the secretary receive a reply from Swansea; seconded by R. Delve, and carried. The member's name is John O'Brian. The secretary then stated he had paid the Capitation Tax to the Trades Council in accordance with the revised rules of the Trades Council. It was moved by Mr. Brown that the payment be confirmed; this was seconded by Mr. E. Jones and carried. An appeal from the Newcastle Branch was next brought before the meeting, that on account of the engineers' strike in the north a considerable number of the shore members there had been thrown out of employment, and an appeal had been made to all Branches to support them. It was moved by Mr. Brown that the secretary write Mr. Mansell, stating that our members here are labouring under the same circumstances on account of the dock labourers' strike, seeing that there had been no ships signing our men had to walk about; this was seconded by E. Jones. It was moved as an amendment by Mr. J. Mulroy that we put a levy of a penny on each of our members for the purpose of sending the Newcastle men something; this was seconded by G. Fearon, and on being put to the meeting the amendment was carried. It was moved by Mr. Brown that C. Stapleton be called upon to offer an apology for his disorderly conduct at the previous weekly meeting; seconded by J. Landy, and carried. Mr. Stapleton then tendered an apology, stating that he was under the influence of drink, and besides conducting himself in a disorderly manner he tore up his card, and said he would be a member no longer, but after his apology Mr. Mulroy moved that he be reinstated; seconded by Mr. Tyman, and carried. It was moved by Mr. J. Conway that badges be got at once for the outside delegates of this Branch; seconded by Mr. C. Stewart, and carried. The meeting then adjourned.

### BIRKENHEAD BRANCH.

At the usual weekly meeting of the above Branch held on Wednesday, March 26, Bro. D. Kenny in the chair, the minutes of the previous general

meeting were read, and on the motion of Bro. P. Boyle, seconded by Bro. P. Arthur, were adopted, after which the correspondence received during the week, together with the financial statements for the weeks ending March 15 and 22, were read, and on the motion of Bro. P. Connelly, seconded by Bro. Tom Burke, were accepted as being satisfactory. On the motion of Bro. R. Travellick, seconded by Bro. P. Connelly, Bro. Tom Burke was unanimously elected to act as auditor in the absence of Bro. John Griffiths, to audit the accounts of the Branch for the quarter ending March 31. It having been decided to send a delegate to the Annual Labour Congress to be held at Hanley on Easter Monday and Tuesday, Bro. R. Travellick was duly elected to represent Birkenhead at that Congress, on the motion of Bro. Tom Burke, seconded by Bro. P. Connelly. It was proposed by Bro. R. Travellick, seconded by Bro. Boyle, and supported by Bro. Tom Burke, that we instruct the district secretary to urge upon the Sailing Shipowners' Association the desirability of meeting our deputations in conferences, respecting the present rate of wages paid in sailing ships as compared with other ports, and after some able remarks from the chairman respecting the same, it was put to the meeting and carried unanimously. The chairman dwelt at some length on the present state of affairs in connection with the dock strike, and after some able remarks from the secretary, Mr. T. Connolly, secretary Bootle Branch, and Mr. T. McKevitt, Bootle, respecting the same, the meeting adjourned at 9.40 p.m., after a hearty vote of thanks to the chairman and visiting members.

### GLASGOW BRANCH.

At the meeting held in the Typographical Hall, 102, Maxwell-street, March 27, there was a very full attendance of members. Mr. Councillor Tait and Mr. J. H. Wilson, general secretary, were amongst those present. Mr. Councillor Tait being called to the chair, gave a short address. The secretary then read the minutes of the previous meeting, which, before being adopted, were commented on by the general secretary, he suggesting that the word condemned was irregular. Mr. McGregor contending otherwise. On the motion of E. Bryson, seconded by W. Rae, it was unanimously agreed that they be adopted with the part in question modified. The committee meeting minutes were afterwards read, comments being made on the portion appertaining to money being advanced on the instructions of general secretary for the opening of a Branch of the Officers' Union. The general secretary explaining, they were adopted on the motion of Mr. McAulay, seconded by R. Weston. Correspondence was then read from Messrs. T. Connolly, Bootle; C. Bryne, Grangemouth; G. Cathay, Middlesbrough, and general secretary; no comments being made. The weekly returns were next submitted and accepted as very satisfactory, the secretary explaining the cause of no money being banked for the week; after which the outside delegate's report was read and deemed satisfactory. A wrangling discussion next took place on boiler cleaners' and firemen's work, when the general secretary suggested that the best way to remedy the grievance was to appoint a representative committee of both grades of labour, to meet in the office in James Watt-street and discuss the question, and submit their decision to the first general meeting. This seemed to meet with the approval of the majority, as the five following of the different grades of labour were unanimously elected to form the committee:—Boiler cleaners—Messrs. Weston, Curran, Gibbon, Doris, McDonald, and Mullen. Firemen—Messrs. Cairns, Laurie, Houston, Gibson, Russel, and Thompson; Monday evening, March 31, at 9 o'clock, being the time appointed them to meet in office. The general secretary then addressed the meeting on the progress of the Union in general, and the devices of some of the shipowners in trying to cripple our Union, the address being very much appreciated. Mr. E. Bryson moved a hearty vote of thanks to our general secretary and Mr. Councillor Tait for their attendance. Mr. Tait, replying on behalf of the general secretary and himself, gave a very able address on the load line question, the Employers' Liability Act being extended to seamen, and things in general, for which he was awarded three hearty cheers, which closed the meeting.

### WHITSTABLE BRANCH.

A special meeting was held in the club room of the above Branch on March 28, Mr. Gammon in the chair. The objects of the meeting having been explained, and the committee having been appointed, and Mr. Gammon being unanimously elected chairman, the secretary read the minutes, as also correspondence from South Shields. It was proposed by Mr. Foreman, seconded by Mr. Jarman, that they be passed; carried. The chairman then

addressed the meeting, and told the meeting that as our flagstaff was erected, and our flag ready to hoist, what steps they intended to take to honour the occasion, when it was unanimously decided to engage the Whitstable brass band by voluntary subscriptions, and make the occasion one to be remembered. A committee meeting was then held to form plans for carrying out the programme, when it was decided to have it announced by the town crier, and to invite specially the Royal Naval Reserve, the committee to have charge of the procession. It was also decided to have the club room, with band, flag, and group, photographed, the copies to be sold at 1s. each.

On Friday evening at 6 p.m. a public demonstration took place in Whitstable to celebrate the hoisting of the Seamen's Union flag over the club-room, the Whitstable brass band being in attendance. The procession being formed in High-street, marched to the Union club-room in Ludgate-hill. The procession halted in front of Mr. Gammon's house and gave three hearty cheers, after which the band played "He is a Jolly Good Fellow," and proceeded to Ludgate-hill accompanied by at least 3,000 people. In front of the band marched six boys, shabbily dressed, with cards around their necks bearing the words "The effects of unpaid labour." They also had a piece of bread, eating it whilst going through the street, and were photographed with the group. Before breaking the flag, Mr. Gammon, as well as the secretary, gave suitable addresses, after which the flag was seen to float in the breeze, being broken by Mr. Gammon, when three hearty cheers were given, and the band played "Rule Britannia," and some very nice selections, after which the meeting dispersed. Secretaries and members wishing copies of the photograph may have them by forwarding 1s. to the secretary at Ludgate-hill, Whitstable.

### SOUTHAMPTON BRANCH.

No reports of the proceedings of this Branch have reached us since the resignation of Captain Nash; but a Southampton paper has been forwarded us by some unknown person containing the following letter:—"Dear Sir,—One important consideration in regard to the working of the Branch here has been altogether lost sight of by those who have been elected thereto. A sum exceeding twenty thousand pounds has already been paid in extra wages since the opening of the Branch in April last. At that time it would have been impossible for the Union to have adopted a 'policy of coercion.' No funds were available to enable the men to come out on strike! At nearly all the other seaports the funds were exhausted in supplying 'strike wages' to the men of those ports. To the tact and gentlemanly address of Mr. Nash, their secretary, the men are alone indebted for the increased wages granted and conceded to them by Captains Bevis and Dixon, and the directors of the Companies those gentlemen represent.—Yours faithfully, UNION JACK."

### NEWCASTLE-ON-TYNE BRANCH.

At the general meeting held March 28, Mr. Errington, president, in the chair, the minutes having been adopted, it was resolved that a letter from Mr. Milton stand over until there be a fuller attendance of the members concerned. The following resolution was moved by Mr. Rodie, seconded by Mr. Nicholson, and carried unanimously:—"That we, the members of Newcastle Branch of the N. A. S. & F. U., express our sincere thanks to the members of the South Shields Branch for the generous manner in which they have responded to the appeal for assistance made by Mr. Mansell on behalf of the members affected by the late dispute between the engineers and employers, and we pledge ourselves when called upon to do our best to help our fellow members." The correspondence read was accepted. There were no complaints. Twenty sailors and eighteen firemen were reported as unemployed. A resolution in favour of the amendment to the Load Line Bill (passed in the secretary's absence) was rescinded and the following resolution carried unanimously:—"That the members of Newcastle Branch do not consider the appointment of a committee necessary, also that we pledge ourselves to do our utmost to help Mr. Plimsoll and Mr. Wilson to get the Bill as introduced made law as soon as possible." The secretary said he was pleased that so many members were present, and unanimous on this one point—a most important one. What they, as seamen, wanted was a compulsory load line pure and simple. They wanted to protect their lives, and by so doing they would protect property, and it would only be unscrupulous shipowners who would protest against compulsory load line. If a committee were appointed we should be in the same place we were at present. There would be no advancement. It would only mean "place the load line to suit your own convenience." He urged all

to do their utmost to help Mr. Plimsoll in his endeavours to protect the lives of seamen. (Hear, hear.) It was resolved that all members of this Branch who could attend at Sunderland on Easter Monday on the occasion of the unveiling of the "Jack Crawford" memorial should go to take part in the demonstration. A vote of thanks concluded the meeting.

At the general meeting held March 31, Mr. Nicholson was voted to the chair in the absence of the chairman. The minutes having been read, a discussion ensued regarding the raising of salaries. Mr. Mansell said unless the Executive Council granted the advance in his salary, he would not accept it. Mr. Randall and others also spoke regarding the salaries, after which the minutes were adopted as read. Correspondence was read, including a letter from the Sunderland Branch, inviting the Newcastle Branch to take part in the demonstration to be held on Easter Monday at Sunderland. Mr. Mansell was instructed to write to Sunderland Branch to inform the secretary that the invitation is accepted. Correspondence as read was accepted. There were no complaints. 16 sailors and 20 firemen were reported unemployed. Mr. Cowell, Mr. Venus, and others spoke regarding the non-attendance of the district secretary. It was resolved that the office be closed on Good Friday. The meeting was adjourned until April 15. Mr. Maskay has not paid for his advertisement in *SEAFARING* yet. Union men please note.

#### BURNTISLAND BRANCH.

At a meeting held here on Mar. 31, Mr. Chas. Campbell in the chair, the secretary reported that the harbour-master had tried to prohibit him from walking round the dock attending to his lawful business, and he wished the opinion of this meeting what he should do in the event of said harbour-master interfering with him again. There was, said the secretary, one way clear for us, namely—"If ever it does happen again I have been told by several boats' crews and members that they will follow me out of the docks and leave the boats to the care of the harbour-master, who never was a friend of those who go down to the sea in ships, as there is plenty of proof still in existence; and I may mention that I sent him the following letter from our solicitor, which I would never have put in print had he not asked several parties if they had seen the letter in the *Fife Free Press* about Mr. Moodie, but he must not run away with the idea that that letter will not be answered to in more papers than the *Fife Free Press*." Copy of solicitor's letter:—Mar. 20, 1890.—Captain Galloway, Dock Master, Burntisland.—Dear Sir,—Mr. James Moodie informs me that you are seeking to prohibit him from walking about the docks. Mr. Moodie, when he has occasion to be about the docks, attends to his business in a perfectly inoffensive manner, and he questions the right of anyone to prohibit him from walking over what is practically public property. Mr. Moodie trusts that he will not be interfered with while pursuing his legitimate business. If any attempt is made to interfere with him, he is resolved to take such steps as will make those who are moving in the matter regret their action. —Yours faithfully (signed) Alexr. McItosh." Continuing his address to the meeting, Mr. Moodie added:—"Now, I wish to make it known that if he wishes to wage war with me, I am quite open for such in a straightforward manner, and not in any sneaking, underhand way. But we will close this sort of business for this week, and attend to things of more importance, as there are three new members waiting to be enrolled under our banner, making the total number on the Branch books 546, showing that we have joined 135 since New Year's Day, which we consider to be very good, considering the scarcity of British vessels which has existed here for this while back." At present the dock is packed full of steamers and sailing vessels, and no; a British flag amongst them, and the same at Methil; but we are always managing to get the Union rate of wages when a boat does turn up.

#### FLEETWOOD BRANCH.

The usual weekly meeting of this Branch was held last Monday night at the Union Rooms, Dock-street, Bro. Rattay in the chair. The minutes of previous meeting having been adopted, correspondence was read. There was some discussion as regards members paying 1½d. per week, and it was moved by Bro. Horaby that all members now paying 1½d. per week should pay 5d. per week instead of 6d. This was seconded by Bro. Threlfall, and carried unanimously. The ship *British Army* signed here March 31 for Liverpool, taking all Union men. This kind of thing is commencing to tell on the scabs of this place, but there is a great drawback here. The men that are sailing in the Belfast boats, although belonging to our

Union, are far back in arrears. They are only getting 27s. 6d. per week, and seem satisfied. But the day is not far distant when they will be only too glad to come back to the noble flock from which they have strayed at the bidding of their masters and owners. Although a little backward in consequence of these men, there is ample room and time for us to make the Fleetwood Branch a great success. There are three ships lying out-side our river in a very dangerous position, and their crews being paid off there is no one by these ships. In event of a gale of wind, and those ships going ashore, what would be the consequence? Surely the Board of Trade ought to put men in their place. What have the underwriters got to say in this matter? The members of this Branch would like to hear more of this, as such things are carried on daily.

#### GREAT GRIMSBY BRANCH.

The usual weekly meeting of this Branch was held on March 31, Mr. A. J. Mickett, past president, being voted to the chair, and Mr. H. Glover to the vice-chair. The minutes and accounts of the previous week were submitted, and considered highly satisfactory, and on the motion of Mr. G. Fisher, seconded by Mr. G. Rees, they were confirmed as read. Correspondence was read from the general secretary, explanatory of the delay in issuing the annual report, and the difficulties he had to contend with in suppressing the rebellion in our ranks, which was aided and abetted by the shipowning fraternity. A letter was also read from the general manager of the R. Co. in re Wm. Watson's dismissal, which was considered satisfactory, and the secretary was instructed to acknowledge receipt thereof in the name of the Branch. Three new members were accepted into the Union. About 2) seamen and firemen were reported unemployed. A slight *contretemps* took place on Saturday last, when the s.s. *St. Clears* was signing. The men were offered Union wages for the River Plate and refused, demanding 5s. per month more. This would not have occurred had the secretary been allowed in the waiting room among the men. This is another instance of how shipowners are mulcted in extra expenses through the high-handed proceeding of the Board of Trade officials, in excluding the officials of the Union from the precincts of the shipping office, as the interests of the owner would have been equally looked after in seeing that the men did not take advantage of the scarcity of hands, by demanding more than Union rates. The consequence was that the captain went to Hull and engaged a crew there, and our men will have to walk about a little longer. It is hoped that this will be a lesson for them in future, and they will bear in mind that the Union will not tolerate anything like extortion or unfairness, and that when men are offered the Union rate of wages they will either accept it or leave the way clear for those that will. If this should catch the eye of the owners of the *St. Clears* they will learn that had the secretary of the Branch been consulted over the matter a lot of unnecessary expense would have been saved and a crew obtained in Grimsby.

#### LEITH BRANCH.

The usual weekly meeting of this Branch was held in the Old Trafalgar Halls, 54, B ward-street, when there was a very large attendance. The chairman and vice-chairman being absent, the secretary called the roll of officers, and from among them Bro. Messer was elected as chairman, and Bro. Gibson vice-chairman for the evening. The minutes of the 13th inst., and the minutes of the adjourned meeting of the 20th, and committee meetings were approved of. The financial reports for the same two weeks were also read, and after some questions, were unanimously agreed to as highly satisfactory. Correspondence was then read from Mr. Plimsoll, the general secretary, the Aberdeen secretary, the Hull Lightermen's Society, and Mr. Maxwell, assistant to general secretary, also a short written return of thanks from Mr. J. Willis for the medal granted to him by the Union, in which he promised to assist the members of the Union as far as he laid in his power. A certificate for abilities was then read from an old salt who wished to become a member, but was not in possession of any of his discharges, and it was unanimously agreed (seeing that the certificate he bore was from an old and well-known master, Captain Wallace) to admit him. A motion which had lain on the table to alter the meeting night from Thursday to a Tuesday or a Friday was then brought up, and it was agreed that, seeing we are about to remove to our new office opposite the shipping office, and that we are giving up our hall, we allow the secretary to try if possible and engage a suitable hall in conjunction with some other body for either of these nights. Complaints were then gone into, and the

chairman remarked that a complaint had been lodged by the secretary (Mr. Smith) against a member of the Branch, Mr. S —, for having come to his private house after business hours and grossly insulted him. He might inform the members that the committee, the accused, and the complainant were at that meeting, and had each given in their statements, and it had been agreed by the committee that the statements be read to the general meeting. He would ask the assistant secretary to read both statements. After their having been read, Bro. Anderson was asked to reiterate the words used by the accused regarding the secretary; a letter was also read from Mr. Boyd, the secretary for Glasgow, who happened to be present when the insult took place, condemning the act on the part of the accused for speaking on Union matters at such time and place. Mr. S — thereon made a slight correction with reference to his statement which was acknowledged, and the chairman then asked the committee to say if that was a true record of the statements, and they all agreed it was. After a good deal of discussion and comment on the matter, and just before the decision of the members, the secretary asked any of the members present not to be backward, but to stand up and honestly say if they ever saw him neglect his duty, or unwilling to lend assistance at any hour, or otherwise unable to do his duty from any cause. If so, he said, he would not ask them to retain him any longer, but would resign immediately. The chairman then asked Mr. S — if he had anything to say. He replied he would still adhere to his statement, and it was then agreed to test the feelings of the members on the subject. The secretary intervening, said he would like to have a fair and honest vote, and no holding up of hands, and stated that in order to accomplish that end he had there the ballot-box and two colours of voting papers. He asked the members not to be ashamed, but to vote entirely according to their conscience, with no respect of persons. He also asked the chairman to appoint two members to distribute the voting papers and one to collect them, and then suggested that previous to the vote he and the accused should be asked to withdraw till the result was given, which was accordingly done. On the result being announced it was found that 60 voted for the secretary (Mr. Smith) and three voted for Mr. S —. The decision of the members being, as was in the case of the committee, that a vote of censure be passed on him for going to the secretary's house in the condition he was and discussing Union business there and at other places. We are proud to inform members of this Branch who have been absent from here for some time, that we are progressing beyond all expectation or hopes. The following facts speak for themselves:—We now number 1,620 members, most of these being paying members, and we are joining on an average 15 members weekly, including members of other Branches. Our average income for some time back has been over £30 weekly, and last week it reached its highest point, £43, with about £7 for other Branches. The wages of the port at present acknowledged, and retained for some time back now, are entirely satisfactory, namely: westward, steam—sailors, £4 15s.; firemen, £5; donkeyman, £5 10s.; stewards, £6 10s.; cook, £5 10s. and £6. Westward, sail, £4; cook, £5; steward, £5 10s. To the southward, steam—sailors, £4 10s.; firemen, £4 15s.; boatswain and donkeyman, £5 and £5 5s. respectively; cook, £5 5s.; steward, £5 10s. to £6. To the southward, sail, £3 10s.; steward, £5; cook, £4 10s.; and weekly wages, local, £1 10s.; non-local, £1 12s. 8d.

#### GRANGEMOUTH BRANCH.

At the last weekly meeting of this Branch, held in the Public Institute, it was announced that those members who had been mulcted in sums ranging from £1 10s. to £3, were paying their instalments regularly. The following cases were then submitted for the consideration of the meeting:—R. Hotchkiss, who had been fined the modified penalty of £1 and arrears, but who could not see his way to pay it until too late, was now unanimously condemned in the full amount, viz., £3 and contributions from May 1, 1889. The same course was adopted with Jas. Penman. He had joined the Dock Labourers' Union, and gone to work at the coal hoods. He was discovered and reported to the Dock Labourers' Union, who summoned him before their committee and, after hearing what he had to say, informed him that he must clear himself with the Seamen's Union, or their members would not work with him. It must be clearly understood that the two Unions here work hand in hand, and that a deserter from one will not be permitted to work with the members of the other. A fireman, whose name it is not prudent, for his own sake, to mention, and who had made repeated

applications for membership, was then called before the meeting for certain explanations which were required from him. These having been given, he retired, and after due consideration it was determined, *nem. con.*, to admit him on paying £1 and contributions from May 1, 1889. These terms he gladly accepted, and paid at once a substantial instalment. A member was then reported for backing out of a run and fined 5s, this being his first offence. The secretary then stated that he had found a wandering sheep on the *s.s. Gwendoline*. He was 44 weeks in arrear, but on proving that he had left money with his relatives with which to make his payments during his absence, and that they had neglected to do so, he was allowed to pass on paying 48 weeks down, his cash, amounting to £1. This he did, and sailed a wiser and, we hope, a better member. The gold medal won by Mr. Philip Trayner has come to hand, but he being absent at sea, it will be retained until his return. An act on the part of the master of the famous *Tay* has come to light. It is well known that an action for damages for false imprisonment has been raised against him, the Carron Company, and others, and that it has passed its first stage. It was stated that he sent for three of the plaintiffs and offered them their old berths again. Trade was dull, and they accepted. He then, it is alleged, endeavoured to get them to sign a document, stating that they had no claim on him and the Carron Company, or to that effect, but a letter has been received by our solicitor from Messrs. Brodie, disavowing on their part and that of Carron Company, any knowledge of Captain Charles' alleged action. If he has done this, can it be that the Carron Company are about to dispense with his services, and he is trying to get himself into favour again? If so, what a change from June 4, 1889, when he declared he would SPEND THE LAST FARTHING HE HAD TO prosecute the men! It may be interesting to absent members to know that *SEAFARING* is boycotted by this master! No one on board dare to be seen reading this dangerous journal, this agitator of seamen! For which Mr. Cowie ought to be thankful, this boycotting being the highest compliment that can be paid, and the best advertisement that can be given to our lifeboat *SEAFARING*. Trade is a little better here this week, but will not be brisk until the Baltic is thoroughly open.

PRINCE BISMARCK left Berlin on Saturday afternoon amidst extraordinary demonstrations of popular enthusiasm. By the Emperor's express order a guard of honour was formed at the station of the Cuirassiers of the Guard, an honour which is usually paid only to reigning Sovereigns.

THE inconvenience caused by the strike of dock labourers at Messrs. Allan's, Mavisbank Quay, Glasgow, is practically at an end, as although the Union men still refuse to return to work, the number of old Society and non-Union men engaged is increasing every day. Messrs. Allan have issued a large placard with the heading "To our Seamen and Firemen," in which they ask their men to show their sense of the unfairness of the conduct of the officials of the Seamen's Union in asking them to refrain from signing articles, by taking service as usual, as the Liverpool men are doing.

A GALLANT SAILOR.—By the arrival of the British and African steamer *Calabar* at Liverpool information has been received of the narrow escape from drowning of the purser of the vessel, who was, however, saved by the gallant conduct of Quartermaster James Mahoney. The steamer was at a place called Bakana, in the New Calabar River, West Africa, where the waters are known to be swarming with voracious sharks. The purser was returning to the ship in the steam launch after conducting some business on shore, and was about to go up the steamer's ladder when he fell into the water. The steamer was getting under way at the time, and the launch had sheered off. The purser, being unable to swim, disappeared below the surface of the water, when Mahoney, who was steering the launch, without a moment's hesitation plunged into the river. He caught the purser when he reappeared, and kept him up until the launch came to them. The second officer, Mr. Flemming, and three natives employed on the steamer also jumped into the water to the rescue of the purser, who was very popular on board the vessel, and it was altogether an exciting time to witness the six men in the water. It was a fortunate circumstance that just at the moment no sharks were near, and all of the men were got on board the steamer safely. This is the third life that Mahoney has saved under somewhat similar circumstances, and the facts not having been made public, the consciousness of having performed two gallant acts has hitherto been his only reward. Mahoney belongs to Liverpool.

THE British schooner *Pathfinder* has been seized by a United States revenue vessel for seal fishing in Behring's Sea.

THE South Metropolitan Gas Company on Saturday posted a notice outside their works in the Old Kent-road, which stated that in future no Union men would be employed.

MR. MORTON has given notice that he will bring in a Bill to enable passengers by railways or steam boats to make use of return tickets at any time within twelve months from the date of issue.

DURING a dense fog in the Mersey on Monday morning, a collision occurred between the Woodsidge stage between a Dock Board mud-hopper and the screw-steamer *Govia*, the latter sinking shortly afterwards. The crew were saved.

AT CANNING-TOWN Mr. Lewis, coroner, has held an adjourned inquest on the body of Nelly Wood, aged three weeks, with reference to whose death the father, Joseph Wood, is now under remand at the West Ham Police Court. A verdict of wilful murder was returned against the father.

MR. G. J. SWANSTON, C.B., has been appointed to be assistant-secretary for the Marine Department of the Board of Trade, in the place of the late Mr. Thomas Gray. Mr. A. D. Barrington, chief inspector of fisheries, has been appointed to succeed Mr. Swanston as assistant-secretary for the Fisheries Department.

ABOUT 10,000 bootmakers, employed chiefly in East London, came out on strike last Monday. The employers are willing to concede the men's demands that workshops shall be provided for all the lasters and finishers who now do their work at their homes; but they make it a condition that all future disputes shall be settled by arbitration, and it is against this that the men have resolved to strike.

THE first annual delegate meeting of the Dockers' Union was held at Toynbee Hall, Whitechapel, on Saturday. Mr. Tom Mann, who presided, said conciliation boards should consist of the duly-elected representatives of the employers and of the employed. The report for the half-year ended Dec. 31 showed a balance in hand of £9,956. The membership numbers 49,500, of whom 24,000 are in the Metropolitan area, and 10,000 at Hull.

ON Monday the House of Commons went into committee on this Bill, and the several clauses were agreed to, but a new clause proposed by Mr. Baird was objected to, and progress reported. The provision in the Bill to enforce the load line on colonial and foreign vessels in our ports will be resisted, says a shipowners' paper, which also asserts that the Canadian Minister of Marine is believed to have sent an official remonstrance.

IN connection with the bootmakers' strike, the men claim to be on the high road to victory. Last Tuesday an invitation to meet some of the masters was addressed to Mr. Freaks, the secretary, by Messrs. Silverthorn, with the result that the firms of Messrs. Forde and Mr. James Markie, both large employers, have acceded to the men's terms. This was followed up by an agreement signed by Messrs. Jonas, Turner & Sons to find workshops by the 14th April, the latter firm being one of the largest in the trade.

THE death is reported of Mr. Samuel Major, well known for many years as a Liverpool pilot in the mercantile service. For over fifteen years past Mr. Major was connected with the Pacific Steam Navigation Company in the capacity of permanent pilot, and used to travel regularly on board the Company's mail steamers between Liverpool and Bordeaux, during which voyages he made many friends, who will deeply deplore his loss. His skill in navigating vessels of the largest size was undeniable, as evidenced by the fact that no accident has ever been recorded to a steamer whilst under his charge. The funeral took place on Saturday at the Kirkdale Cemetery, in the presence of a large number of relatives and friends.

THE Board of Trade have granted the rewards mentioned below to the master and certain members of the crew of the German steamship *Ems*, of Bremen, which attempted to rescue the crew of the schooner *Hebe*, of Greenock, which was disabled in a hurricane in the North Atlantic on Feb. 22, 1890, and to the master and certain members of the crew of the British steamship *Colonist*, of London, which, two days later, took the shipwrecked men off the wreck of the vessel:—A piece of plate to Mr. James Sanders, master of the *Ems*; a gold shipwreck medal to Charles Pollock, third mate; and silver medals to Joseph Herold, William Falkenburg, and Robert Schmidt, seamen of that vessel; a binocular glass to Mr. Alfred Corner, master of the *Colonist*; a bronze medal to Mr. W. H. Parker, third officer; and sums of £2 each to Daniel Flynn, J. Jacobson, A. Sheridan, and Francis Young, seamen of that vessel.

## DISASTER TO THE "CITY OF PARIS."

### A BRAVE ENGINEER.

THE *City of Paris* broke down on her last voyage from New York to Liverpool. All went well until the evening of March 25. Then, when the steamer was going at full speed, the starboard engine suddenly collapsed, and the low-pressure cylinder was smashed to pieces, breaking the injection and water-pipe connection, bursting the fore and aft bulkhead dividing the port and starboard engines, and so a large volume of water got into the engine-rooms, which immediately filled, compelling the engineers and firemen to rush on deck for safety. It is stated that terrible consequences might have ensued but for the bravery of the second engineer, who

AT THE PERIL OF HIS LIFE, and enveloped in hissing steam, managed to shut off steam, and thus saved the machinery from total demolition. He escaped uninjured. The steamer was now quite helpless, and drifted with the tide, but her remaining watertight bulkheads sufficed to keep her afloat. On the following day Captain Watkins sent chief-officer Possow and six men in a lifeboat to get into the track of the Trans-Atlantic liners, in the hope of being able to intercept either the *City of Chester* or the *Adriatic*, which had left Queenstown for New York. The cargo steamer *Aldergate*, from Galveston, took the liner in tow, but being a small steamer was unable to go more than four to five knots an hour, and consequently their progress was slow. On Saturday morning the American liner *Ohio*, from Queenstown to Philadelphia, bore down on the *City of Paris*, and stood by her until the Fastnet was reached. On Sunday the *City of Paris* arrived at Queenstown. The

### HEARTY THANKS

of the travellers were tendered to Captain Watkins and his skilful crew before leaving the ship, and a collection was made in aid of the Liverpool and New York Mariners' Institution, realising more than £600. All the passengers were dispatched to Dublin for conveyance to their respective destinations. Divers who examined the outer skin of the bottom of the steamer reported it free from injury.

The *New York World* publishes a cable message from a passenger on board, who was landed in an open boat at Baltimore, county Cork. First, he says, there came a great gush of steam through the skylight over the starboard engine-room, followed by a terrific grinding noise from below. It was learned that the fore and aft compartments were filling, and then we all put on life preservers and stationed ourselves near the life-boats. Tuesday night and Wednesday passed amid great anxiety. We did not know exactly what had happened. We only knew that a space of 70 ft. by 60 ft. was filled with water to a depth of 23 ft., and even the incessant pumping of five powerful engines had not reduced it an inch. As the *Adriatic* approached the passengers, overcome with joy, clasped hands and wept.

The *City of Paris* was moored in Queenstown Harbour very much down by the stern, while her bow was a great height out of the water. Powerful steam pumps have been put on board. Four compartments were full, and the ship drew 3 ft. of water. If the bulkheads hold, however, she cannot sink any deeper. Efforts will be made to temporarily repair the damage sufficiently to enable the vessel to be taken to Liverpool.

Later reports state that, constructed as the *City of Paris* was to be used, if necessary, as an armed cruiser, having 14

### WATERTIGHT BULKHEADS,

so that if two, or even six, were pierced she would still float—she was never in such peril as alleged, and that she has since been pumped out by her own machinery and left for Liverpool, propelled by her port engine.

MONDAY, says a correspondent, was a black day at Lloyd's. Eight steamers were reported wrecks, five being total losses.

IN the House of Commons, replying to Mr. Halse, the Chancellor of the Exchequer has stated that it was formerly the practice to sell contraband tobacco which had been seized by the Excise officer, but the practice was found to be a bad one, because the smuggled tobacco replaced tobacco upon which duty had been paid. A similar objection would arise if the smuggled goods were given away to inmates of naval and military hospitals, as suggested by the hon. gentleman who asked the question.

IT is expected H.M.S. *Calliope* will arrive at Plymouth next Sunday or Monday.

WATER WILLIAMS fell from aloft while the ship *Earl of Aberdeen* was lying at Calcutta, and was killed.

WILLIAM SAIGON, 17 years of age, belonging to Southwold, was, on March 16, washed overboard and drowned from the ship *Middlesex*, while on the passage from Chittagong for Dundee.

WHILE the ship *Savannah*, which has recently arrived at Dundee, was on the passage from Calcutta, one of the crew, named John Hughes, belonging to Port Dinorwic, fell from the upper foretopsail yard and was drowned.

THE *Kite*, the first vessel from the sealing grounds this season, has arrived with 11,000 prime seals. The *Kite* reports the *Falcon* with 15,000 seals, the *Vanguard* with 12,000, the *Ranger* with 7,000, the *Terranova* with 3,500, the *Wolf* with 5,000, and the *Walrus* with 1,500.

SIR M. HICKS-BEACH, in the House of Commons on Monday, in reply to Mr. Dillwyn, said that pilots who applied for pilotage provisional orders were in no worse position than other pilots. The legal charges in defending applications against opposition fell on the applicants. There was no fund at his disposal which could be devoted to the particular class of applicants, but he felt there might be hardship in the case of some pilots, and if any circumstances were put before him that would justify a representation to the Treasury for relief, he would be glad to make it.

THE Bristol Marine Board have cancelled the certificate of Guthrie Cooper, second engineer of the steamship *Azalea*, upon charges of drunkenness and incapacity for duty during the voyage to the West Indies and back. Two previous convictions were recorded against the accused. The same Court also tried Peter Bryant, second mate of the steamer *Fairfield*, of Stockton-on-Tees, for drunkenness on board his ship at Penarth, on March 22. Bryant was drunk when the vessel was about to proceed to sea, and the captain had to promote the boatswain to take the accused's place. Defendant, who had sixteen years' good character, was ordered to be suspended for three months.

MARINE BOARD FOR CARDIFF.—A deputation, consisting of the Mayor of Cardiff (Mr. W. Sanders), the town clerk (Mr. Wheatley), Mr. W. Riley (president of the Cardiff Chamber of Commerce), Councillor F. J. Beavan, Mr. J. Gunn, Colonel Page, Captain Pomeroy, Mr. R. Johnston, and Mr. Hawkins (secretary to the Chamber of Commerce), waited on Sir Michael Hicks-Beach, at the Board of Trade offices, on March 27, to urge upon the department the desirability of appointing a Local Marine Board at Cardiff. Sir Edward Reed, M.P., introduced the deputation. The Mayor presented a memorial under the seal of the Corporation in support of the application. Stress was laid upon the importance of Cardiff as a centre of shipping, and it was stated that seamen frequently escaped punishment for petty offences because of the difficulty of going to Bristol. It was very desirable that a body should be established at Cardiff with power to investigate cases of alleged incompetency on the part of certificated seamen and engineers. Sir Michael Hicks-Beach promised to give the matter his fullest consideration.

THE CAPTAIN AND THE CATTLEMAN.—At Liverpool Assizes an action was brought for assault and false imprisonment at sea, by Charles Henry Smith, a foreman cattleman, against Capt. Campbell, master of the steamship *St. Ronans*, and her owners, Rankin, Gilmour, & Co. Plaintiff was engaged in bringing over cattle from New York to Liverpool in the *St. Ronans*. On the passage plaintiff complained to the captain of hay being placed on the hatch and impeding the ventilation of the cattle, but was threatened with irons. Subsequently the plaintiff had to complain that one of the head-boards for the cattle was missing, and again the captain threatened to put him in irons. Fearing that the threat would be carried out, he jumped down and went along the alleys, but he was followed and was seized by the captain, the first and second mates, and was thrown over and treated in a violent way. He was put in irons, and was kept in double irons for 36 hours, and was kept a prisoner until the ship arrived in Liverpool. Capt. Campbell in defence said the plaintiff was acting like a madman, and raised his hand to strike defendant with an axe, and was put in irons to save life. The officers of the ship were called to corroborate the evidence of the master. In summing up his lordship asked if the captain was justified in treating the plaintiff like a wild beast, and was the safety of the ship in danger by the conduct of the plaintiff. No doubt he did use insulting language to the captain. The jury found for the plaintiff with 40s. damages.

SEVERAL seamen belonging to vessels which have recently arrived at Dundee from India have died from natural causes.

CANADA AND THE LOAD LINE BILL.—In the Dominion House of Commons, last week (states a Reuter's telegram from Ottawa), Mr. Weldon asked Mr. C. F. Tupper, the Minister of Marine, if his attention had been called to the Act passed by the Imperial Government amending the Merchants Shipping Act and relating to load lines, which, he feared, would discriminate against Colonial wooden vessels not classified at Lloyd's. Mr. Weldon thought that Canada should have power to make its own shipping regulations, and be excluded from the Act referred to. Mr. Tupper replied that his attention had been called to the matter, and he would take immediate steps to bring it before his colleagues with a view to making the requisite representations to the Imperial authority.

TOUGH.—The ancient mariner who proudly exhibited a modern, though rusty, wheel, which he declared he had fished up in the Red Sea, affirming that it belonged to one of Pharaoh's chariots, is not the only traveller who taxes credulity. A New Zealand paper says:—Captain Rogers, of the *Jasper*, informs us that when about 150 miles to the westward of the Snares, several large albatrosses followed the vessel. One of them repeatedly drove its companions away, and came up quite close to the ship, as though it were desirous of being caught. Captain Rogers baited a hook, the bird was hauled on board and examined, the result being that a piece of quill was found securely fastened round its neck. This was unsealed, and a piece of paper taken from it contained the following message:—“Feb. 9, 1890. Lat. 48° S. lon. 164° 30' E. All well. Posted by an albatross. Ship *Janet Court*, Glasgow.” Captain Rogers wrote a similar notice in regard to his own vessel, and, making it fast to the albatross, once more launched the creature on the waves. He describes the bird as one of the largest he has yet seen. The *Janet Court* is on her passage from Liverpool to New Zealand.

LIVERPOOL DOCK STRIKE.—The shipowners not members of the Employers' Labour Association, having mostly conceded the men's demands, work was resumed last Tuesday at most of the docks. The employers ultimately agreed to a settlement on the following terms:—Dinner hour to be conceded from 12 to 1, and if the men are required to work during that time they will receive two hours' pay. The employers agree to make no dispute about the 9 or 10 hours' night work. Men need not work more than nine hours if they object, and if they work more they will be paid in accordance with the scale issued by the Masters' Association on Friday last. The Union men to work harmoniously with the non-Union men. There shall be weekly engagements, with a week's notice on either side. The men on strike will be taken on gradually. The Union will not boycott Liverpool ships in other ports in connection with any quarrel in which Liverpool ships or dock labourers are not involved. At a mass meeting of the men, Mr. Davitt, having read the conditions of the proposed settlement, strongly advised the men to accept them. Mr. M'Hugh and other leaders of the strike having spoken to the same effect, the proposed arrangement was put to the vote, and unanimously approved.

SENT TO PRISON.—At the Thames Police Court, on Tuesday, Daniel Murray, 26, the secretary of the Millwall Branch of the Dock Labourers' Union, and Joseph Kayley, 31, a labourer, were charged on remand with assaulting Henry Hearn, a labourer employed at Hirsch's Copenhagen Oil Mills. For some time past there has been a strike at the oil mills, which are picketed by those out on strike. On Sunday the prosecutor, who is one of the new hands, went with some friends into the Lovatt Arms. The prisoners came in, and Murray challenged Hearn to fight. Prosecutor alleged Murray followed him out of the house and punched him in the face. A number of other men also attacked him. Kayley struck him with a heavy belt. In cross-examination on Monday prosecutor admitted he was known as the “Dover Terror.” For the defence, Mr. John E. Waters, who defended, denied that the accused had anything to do with the strike, or that Murray touched the prosecutor at all. —Mr. George Hay Young, who prosecuted, said he had further evidence that day, but would not trouble the Court with it. Mr. Waters called a Mrs. Ehlefeld, who stated she knew nothing of either prisoners. She heard prosecutor challenge Murray three times to fight.—Mr. Mead said it was impossible to come to any other conclusion than that the prisoners were guilty of the assault, and they would each be sentenced to two months' hard labour.

GALE AT GIBRALTAR.—Letters from Gibraltar state that a furious gale from the S.W. sprang up on the afternoon of March 18. Sheets of spray were blown not only over the top of the coal sheds on the Mole, but were carried across the three English ships of war that were anchored inside of it. H.M.S. *Anson* and H.M. cruiser *Undaunted* (Captain Lord C. Beresford) had a rough time of it; the bows of the former being at times enveloped in foam; while a steam cutter belonging to the *Undaunted* was carried away from her hawserfastening at the boom, drifted on shore near the Ragged Staff among the rocks, and became a complete wreck. A hulk went down at her moorings in the harbour, and one man on board her was drowned; it was only through the exertions of the crew of the lifeboat that the other men were saved. Lord Brassey arrived in the *Sunbeam* just as the storm commenced, and, getting under the shelter of the breakwater, escaped its full fury.

A DIVER'S EXPERIENCE.—“Yes,” said C. P. Gilbert, in answer to a question, “I used to be a diver in Government employ, and have been down among the dead men more than once.” “What were your sensations when you first began as a diver?” asked the interviewer. “Sometimes they were rather giddy ones, as for instance when I lost my balance under water and came up in a hurry feet foremost. That is a thing that is apt to happen if you are not accustomed to the dress, which weighs about 200 lb.” “What is the depth of water you traversed?” “I have never been down further than 32 feet,” said Mr. Gilbert, “but I can remain at that depth two hours. It is very interesting and exhilarating, as there is double the quantity of oxygen that we can breathe on land. I can see around me in a circle of 40 feet, all beyond my fog. It amuses me to have the fish swim up and look at me curiously through the glass eyes of my helmet. If I move they are gone like a fish, but as long as I stand still they will look in at me as much as to say, ‘What kind of a monster are you?’” “What is the greatest depth to which a diver can descend?” “I do not know of any here who could go deeper than 125 feet. I would dive myself to 60 feet, but no further. They can only stay down five minutes at a time at the deepest depth. It is very easy for me, but some of my men who tried it would be laid up for two or three days. I can walk about on the bottom of Lake Huron with perfect ease. When I am waiting I lie down. There is a floating motion that assists a diver to walk easily. My work was to oversee the construction of piers on Lake Huron. I have gone down to inspect wrecks. Diving suits me so well that I sometimes think I was born for it. All the sensations are pleasant ones. When I look up there is nothing above my head but a great circle of light.”

## Wilson Testimonial Fund.

THE following amounts have been received up to date.

	£ s. d.
Aberdeen	0 10 0
Boote	2 1 6
Belfast	1 18 4
Barrow-in-Furness	1 6 0
Dublin	1 4 9
Dundee	1 4 1
Foreman	0 3 0
Green's Home	4 18 2
Glasgow	6 7 0
Goole	1 3 3
Grimsby	1 6 3
Gravesend	0 6 0
Hartlepool	0 6 0
Hull	2 0 0
King's Lynn	0 11 3
Liverpool	1 15 1
Leith	1 10 0
Middlesbrough	2 10 0
Newcastle	1 15 4
North Shields	1 16 1
Southampton	0 8 9
Sunderland	6 10 2
South Shields	3 7 8
Seaham Harbour	3 15 9
Yarmouth	0 2 6
Crew of s.s. <i>Kenmore</i> , of Dundee	0 10 0
	£49 6 6

Collectors are requested to be good enough to keep their lists open till further notice, and to remit all monies in hand to Mr. J. R. England, 80, Dundas-street, Monkwearmouth, Sunderland. W. M. MAXWELL, Honorary Secretary.

## NOTICE.

## TO SECRETARIES AND CORRESPONDENTS.

The GRIMSBY BRANCH have taken larger and more commodious offices. On and after Saturday, February 5th, please address all correspondence to Unity House, No. 1, Kent Street, Great Grimsby. Telegrams addressed "Young, Unity House, Grimsby," will reach their destination.

F. W. YOUNG, Secretary.

## NOTICE.

Branch Secretaries are notified that J. Wilson, who was announced in SEAFARING as being fined £10., has now paid his fine, therefore Branch Secretaries are requested to pass him.

Sunderland, March 17, 1890. W. C. LONSDALE.

## NOTICE

TO

## Branch Secretaries.

Branch Secretaries who have not yet done so are requested to at once inform the Editor of "SEAFARING" of the time and place of the weekly meetings of their Branches, also to furnish him with the name and address of the solicitor and medical officer of their respective Branches.

J. H. WILSON,  
General Secretary,  
Sailors' and Firemen's Union.

MEMBERS DESIROUS OF PURCHASING LARGE  
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WHO MET AT

## CARDIFF

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W. M. MAXWELL, Assistant to Gen. Sec.

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ADVANCE NOTES CASHED FOR £1. IN THE  
POUND.

N.B.—Special terms have been  
arranged for all Members of  
Seamen's Union.

Norwegian Patented Fog Horns,  
As used on board the New York Pilot Cutters,  
And on board the Scandinavian War Ships.

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SHIP CHANDLER,  
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SOLE AGENT FOR FIRTH-OF-FORTE.

TOBACCONISTS COMMENCING.  
Write for Illustrated Guide (2<sup>2</sup> pages, three stamps). "How to open respectfully, £20. to £1,000." TOBACCONISTS' OUTFITTING COMPANY, 11 and 12, Beech-st., London, E.C., the largest and oldest complete Tobacconists' Furnishers in London.

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## NOTICE.

## To all Union Crews Sailing from London.

If from sickness, or any other cause, any men who have signed in your ship fail to turn up at the appointed time, and your ship leaves the Dock short-handed, but with the intention of shipping men in the river, or at Gravesend, ascertain the number of men that is short, and report the same to the Delegate on board the Launch, or at Gravesend. Do not allow boarding house masters, runners, or any other of the Thames sharks that infest the river to put any men on board. Remember that you can get Union Men at Gravesend, or from the Launch that flies the Union flag.

T. WALL, Sec., Gravesend Branch.

TUG BOAT BRANCH.  
SAILORS' & FIREMEN'S UNION.

## NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at Mr. Fysh's, 257, East India Road, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

## TO SHIOPWNERS.

Shipowners requiring Masters or Mates can depend upon being supplied at once with thoroughly Competent, Steady, and Trustworthy Captains and Officers by communicating with Capt. Luccock, 33, Market Place, South Shields, where a Register of Unemployed Masters and Mates is kept, free of charge.

## THE SHIP'S SURGEON OF TO-DAY.

BY

C. H. LEET, F.R.C.S., Eng.

Late Surgeon-Major Army Staff, and some time Surgeon White Star, Cunard, and Alfred Holt Lines, &c., &c.

Opinion of *The Lancet*.—This pamphlet throws a lurid light on the discomfort and petty insolence a surgeon who attempts to do his duty by his employers, the passengers, and the crew, is exposed to from the officer in command, unless he is content to close his eyes to all abuses.

*The British Medical Journal* says:—"Dr. Leet is doing good service by drawing attention to the present very unsatisfactory position of ships' surgeons."

*The Liverpool Journal of Commerce* writes:—"Judging from his testimonials, Dr. Leet stands high professionally and socially."

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## NOTICE.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## TO UNION MEN.

Union men engaging by the run to Cardiff, Barry, or Penarth, either steam or sail, are requested to see the word "Dock" is left out of such engagements, and to agree only to bring the vessel to either the Port of Cardiff, Barry, or Penarth. They are further requested to give up all vessels (when practicable) in the Basins to the resident Union riggers, Cardiff, Barry, and Penarth, having been proclaimed Union ports.

(Signed) J. HARRISON,  
Branch Secretary,  
Cogan, Feb. 4, 1890. N.A.S. & F.U.

## NOTICE.

Seamen would do well to take careful note of the sums deducted from their wages for postage in foreign ports. Nearly all the letters received at the office of SEAFARING from seamen abroad are insufficiently stamped. The envelopes containing these letters will in future be preserved, so that seamen may compare the postage actually paid by the captain with the postage he has deducted from their wages.

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**NOTICE.**

To Members of the National Amalgamated  
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All Union Men arriving at or sailing from  
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**L. HYMAN'S**

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Where he has always on hand a large stock of New and  
Second Hand Clothing, suitable for Seamen, at prices to  
suit everyone. Also large quantities of unredeemed  
pledges, consisting of Gold and Silver Watches,  
Sextants, Optical Goods, Marine and Field Glasses, at  
really low prices.

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N.B.—Members of the Seamen's and Firemen's Union  
supplied on Special Terms. Advance notes cashed at  
a very small percentage.

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UNION HOME,**  
26, UNION STREET, LIVERPOOL,  
Sailors and Firemen 16s. per Week.  
A. J. CANDLER, Proprietor.  
N.B.—Every attention paid to Boarders. None but  
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For Serge, Oilskins, Guernseys, Officers'  
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Hats, Ties, Scarves, Collars, &c., of the  
Newest Style.

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